

Herald Tribune

Published with The New York Times and The Washington Post

TODAY'S WEATHER... Forecast for the day...

Table of exchange rates for various countries including Austria, Belgium, France, Germany, etc.

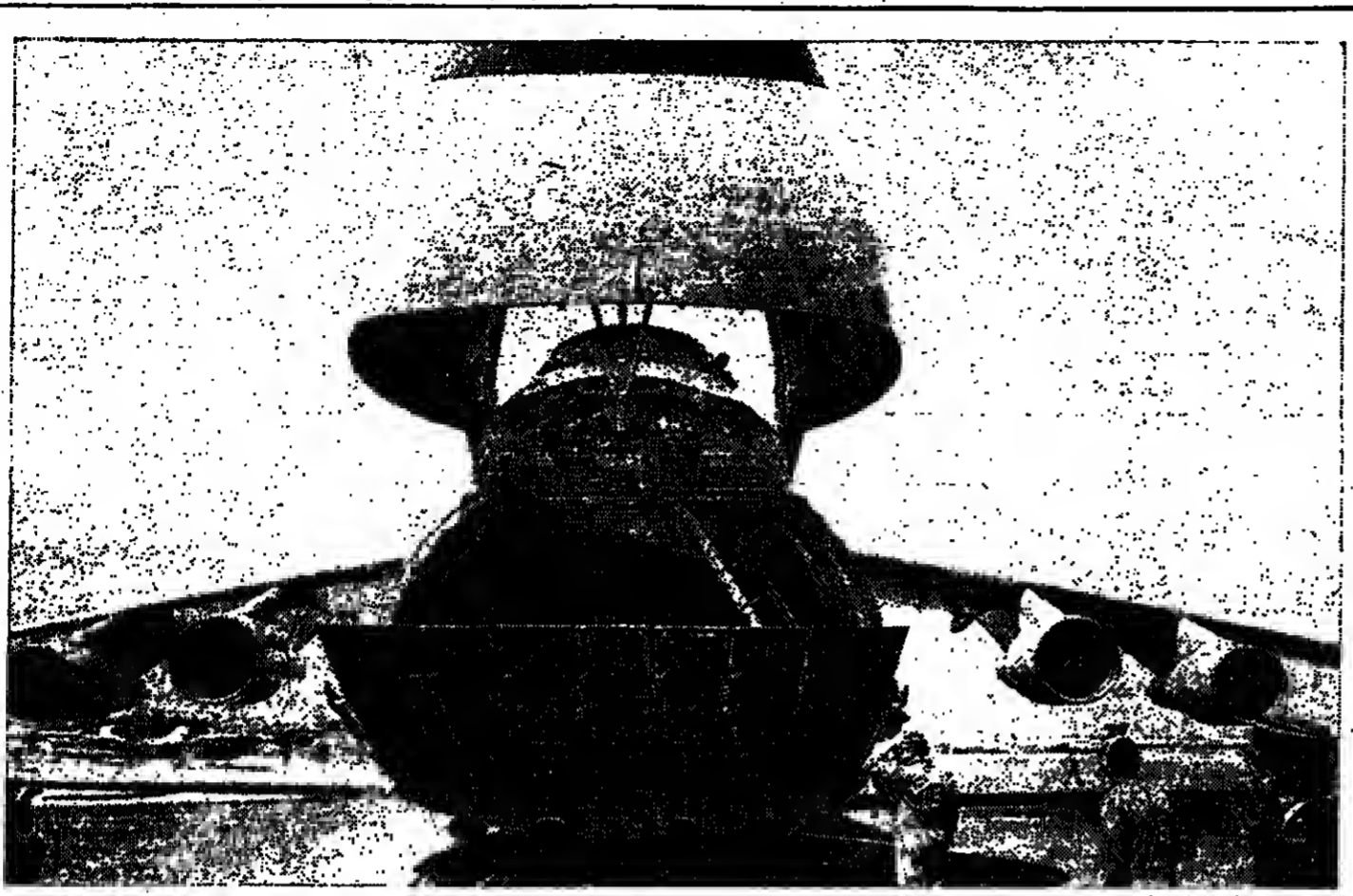
27,484

PARIS, FRIDAY, MAY 28, 1971

Established 1887

India Says Pakistanis Kill Guards Attempt Seen to Seal Border

NEW DELHI, May 27 (UPI)—Indian officials said today that Pakistani Army was trying to cut off a stretch of the 1,400-mile East Pakistan border with India where troops of the two nations have exchanged artillery and machine-gun fire during the last few days.



NOSE UP, RAMP COMING DOWN—The biggest airplane in the world, the Lockheed C-5 Galaxy, opening the forward end of its rapid loading-offloading system at the Paris Air Show at Le Bourget.

The Paris Air and Space Show Opens

PARIS, May 27 (UPI)—French President Georges Pompidou today inaugurated the 26th Paris Air and Space Show at Le Bourget and made an on-board inspection of both the giant U.S. military cargo plane, the C-5A Galaxy, and the Soviet supersonic transport, the Tupolev-144.

Laird to Submit It in July NATO to Get U.S. Plan On Mutual Force Cuts

BRUSSELS, May 27 (AP)—Melvin R. Laird, U.S. secretary of defense, today promised to submit to the North Atlantic Alliance in July plans for mutual and balanced force reductions to be negotiated with the Soviet bloc.



BIG HAND—Leonid Brezhnev, Secretary of the Soviet Communist party, addressing the 14th Congress of the Czechoslovak Communist party in Prague on Wednesday.

Brezhnev Hints at Possibility Of Anti-Dubcek Purge Trials

PRAGUE, May 27 (NYT)—Leonid I. Brezhnev, the Soviet Communist party chief, raised the possibility of political trials in Czechoslovakia today by warning the purged leaders of the Dubcek reform movement that they had broken Czech laws.

Britain Takes Walker Cup 1st Time Since '38

BRITAIN beat the United States, 13-11, at St. Andrews, Scotland, in their biennial amateur golf match today to win the Walker Cup for the first time since 1938.

Saigon Agrees to Hanoi Bid on POWs

SAIGON, May 27 (AP)—The allies joined the Communist command yesterday in declaring a 24-hour cease-fire near the Demilitarized Zone on June 4 to allow the release of 570 North Vietnamese prisoners of war, the biggest single POW release of the Indochina conflict.

Egypt, Russia Sign Pact on Military Aid

MOSCOW, May 27 (UPI)—The Soviet Union and Egypt signed a treaty today pledging Soviet military assistance to Cairo for the next 15 years, the Soviet news agency Tass reported.

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Pompidou Says Dollar Fails as World Unit

BRUSSELS, May 27.—French President Georges Pompidou said yesterday that the American dollar cannot be used much longer as an international monetary standard.

Bomb Hoaxer Gets \$500,000 From Australian Airline

SYDNEY, May 27 (NYT)—Qantas, the Australian international airline, paid \$500,000 in cash yesterday to a hoaxer who had convinced airline officials that there was a bomb on a plane bound for Hong Kong with 116 passengers and 12 crew members.



BOMB HOAXER—Police have issued an identikit picture of a man they wish to interview in connection with the Qantas jet bomb hoax.

Austria, Peking Agree to Set Up Diplomatic Links

HONG KONG, May 27 (NYT)—Austria and Communist China have agreed to the establishment of diplomatic relations, Hsinhua, the Chinese press agency, reported today.

Free Gas in Bulgaria

SOPIA, May 27 (UPI)—Tourists booking a package tour to Bulgaria this summer will get 200 liters of gasoline free from the state, the Bulgarian news agency BTA reported yesterday.

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One to Three Years in Prison

Four Jews Guilty of Anti-Soviet Activity

By Bernard Gwertzman

MOSCOW, May 27 (UPI).—The Leningrad Supreme Court today found four Riga Jews guilty of anti-Soviet activity and sentenced them to terms ranging from one to three years in prison camps.

four were milder than those handed out in the Leningrad trials last winter and earlier this month, in which some defendants received as much as 15 years in camps—the maximum term of detention under Soviet law.

has not been disclosed, but presumably it covers petitions sent abroad complaining of Soviet policy toward Jews not wishing to assimilate, and typewritten material on various aspects of Jewish life here.

10 Years in Russian Prison For Defector Returned by U.S.

MOSCOW, May 27 (Reuters).—A Lithuanian seaman who tried in vain to defect to the United States last November has been sentenced to 10 years imprisonment, a court official in the Lithuanian capital of Vilnius said today.

investigated why Kudirka was returned to his ship.

Police at Vienna Capture Six In Hijack of Romanian Plane

VIENNA, May 27 (UPI).—Six Romanians armed with knives, three hunting rifles and a pistol hijacked a Romanian airplane to Vienna today, then held it captive for nearly three hours before surrendering to police.

—who included at least one woman—to give up or the Austrian government "would take the necessary steps." Some 50 policemen with machine guns had surrounded the Russian-built aircraft, an Ilyushin-14.

Egypt, Russia Sign Treaty

(Continued from Page 1) Soviet Union will specifically assist in the training of Egyptian military personnel in mastering the armaments and equipment supplied to the United Arab Republic with a view to strengthening its capacity to eliminate the consequences of aggression and increasing its ability to stand up to aggression in general.

Officials refused and told the hijackers the nose wheel was too badly damaged for a takeoff. Negotiations continued for two hours and 48 minutes, until the police threat brought the hijackers out. They handed over their weapons and were hauled off in a van to a police station.

Dollar Role Seen on Wane

(Continued from Page 1) sary precisely because of the very close links between the two countries.

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At Least 20 Die In Train Crash in West Germany

WUPPERTAL, Germany, May 27 (AP).—Between 20 and 25 passengers were killed tonight when a commuter train smashed into a freight train near this Ruhr industrial center, the West German railways reported.

Mr. Breshnev's remarks, although offered informally during a tour of the "Auto Fraga" plant in the capital's Vysochny District, will nevertheless encourage the advocates of maintaining and extending the anti-Dubcek movement.

1-Day French Strike Halts All Newspapers

PARIS, May 27 (Reuters).—France was without newspapers today because of a strike by newspaper technical workers in support of a national campaign by French unions for a reduced retirement age.

Mr. Breshnev warned of the continuing need for the Eastern European socialist states to stand together against "class enemies" both at home and abroad.

Nixon to See Press

WASHINGTON, May 27 (UPI).—President Nixon will hold a nationally televised news conference in the White House, Tuesday.

Among those on the podium of the ornate Convention Hall were the leaders of East Germany, Poland, Hungary and Bulgaria, whose military units participated in the invasion. Only the Soviet forces, estimated at 80,000 soldiers, remain in Czechoslovakia.



ROMAN CONTRASTS—A huge election banner of the Italian Communist party stretches across a Rome street near the Vatican in front of the dome of St. Peter's.

France Sets Tough Policy On Sterling

BRUSSELS, May 27 (NYT).—France took a tough line today on the measures that Britain should be asked to take with regard to the pound sterling, if it joins the Common Market.

5 More Still at Large Turkey Arrests 4 Suspects In Kidnap-Murder of Israeli

ISTANBUL, May 27 (UPI).—Martial law authorities announced the arrest tonight of four suspects in the kidnap-murder of Israeli Consul-General Ephraim Elrom.

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(Continued from Page 1) defense burden and that it becomes Europe to do more for itself.

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Hanoi Confirms Recent Fighting At Angkor Wat

PARIS, May 27 (AP).—North Vietnam reported yesterday that there has been recent fighting in the area including the ancient temples of Angkor in Cambodia.

Italy Trade Unit Back From China

ROME, May 27 (UPI).—Trade Minister Mario Zagari led a trade mission home from Communist China today and said he thought China's leaders want to open that country up to contact with the West.

2 Portland Spies Marry in England

POOLE, England, May 27 (Reuters).—Harry Houghton and Ethel Gee, both 58, the lovers who betrayed British naval secrets to the Soviet Union, were married here a month ago, it was disclosed today.

At Czechoslovak Congress Brezhnev Hints at Possibility Of Anti-Dubcek Purge Trials

(Continued from Page 1) plauded repeatedly throughout his address, received a standing ovation when he said:

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Reds Seize Part of Key Town In Cambodia, Are Driven Out

SAIGON, May 27 (UPI).—Communist troops occupied part of the Cambodian town of Suoel early today but South Vietnamese forces backed up by U.S. planes and artillery reconquered most of the town in the heaviest fighting since the allied strike into Cambodia 13 months ago.

announced that more than 100 U.S. marines were withdrawn from combat assignments yesterday in preparation for deployment to the United States or Okinawa.

House Study Despairs of GI Drug Use

WASHINGTON, May 27 (NYT).—A congressional subcommittee reported Tuesday the heroin addiction problem is so great among American servicemen in Southeast Asia that the only effective solution is to pull out all troops from the area.

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150 Americans Watch Delegates To Paris Talks

PARIS, May 27 (AP).—More than 150 Americans with family members missing in Indochina watched in grim silence today as American, South Vietnamese and Communist delegates arrived for the 114th weekly session of the Vietnam peace talks.

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CHUNN Perfumes advertisement with contact information for 43 Rue Richer, Paris.

SUVRETTA HOUSE advertisement for a vacation paradise with swimming pool and tennis.

Advertisement for a perfume or cosmetic brand with a stylized logo.

FAUCHON advertisement for perfumes and boutique items with a free sampling offer.

GEORGE BARING advertisement for perfumes and boutique items, located in the courtyard, 13, Rue Royale, Paris-8.

HELENE DALE advertisement for the finest perfumes and gifts, all in one shop, located at 7 Rue Scribe, Paris-9e.

WEATHER forecast table listing cities and their respective weather conditions and temperatures.

مركزنا الاكبر

Administration Victory Pay-Allowance Increase Tied Down by Senate, 42-31

By David E. Rosenbaum

WASHINGTON, May 27 (NYT).—Nixon administration won a victory yesterday when it rejected a massive increase in military pay and allowances. The House approved a proposal of a 3.1 percent pay raise, but the Senate rejected it by a vote of 42-31. The House proposal would have raised the pay of a private first class from \$10,000 to \$10,310 a year. The Senate proposal would have raised it to \$10,600. The House vote was 287-107. The Senate vote was 67-26. The House vote was 42-31. The Senate vote was 42-31.

Art Curbs C. Trials Protesters

Sanford J. Ungar

WASHINGTON, May 27 (UPI).—U.S. Court of Appeals 13th circuit today ordered a stay of the Mayday anti-war demonstrations here if there is adequate evidence to link them with the charge against

Sen. John C. Stennis, D. Miss., who led the debate against the higher pay, based his arguments on two letters from the administration.

One was a letter from David Packard, the deputy secretary of defense, declaring that the additional money for salaries would have to be taken from elsewhere in the defense budget and would have an "extremely serious impact upon our national security."

Mr. Packard said the budget cuts would involve the firing of more than 250,000 Defense Department employees and would lead to major base reductions and reassignment actions and serious economic dislocations.

The other letter was from the Joint Chiefs of Staff and argued that the reductions of other parts of the defense budget would "substantially impair our capabilities to meet national security requirements."

Sen. Hughes argued that this was not the time to discuss budgetary considerations, since it was not an appropriation bill. Rather than talking about the budget, he said, the basic question is one of simple justice: Are we willing to pay our service men a living wage when they are putting their lives on the line for our country?

Married recruits now have a total salary, including allowances and tax advantages, of \$2,982 per year. The Hughes amendment would have raised this to \$5,425. The administration proposal, which the Senate accepted, calls for a total compensation of \$4,577.

Two Who Robbed Boxing Fans Are Found Murdered

ATLANTA, May 27 (UPI).—Two men wanted in the robbery of scores of boxing fans after last fall's Muhammad Ali-Jerry Quarry boxing match have been found murdered in New York City.

The bodies of McKinley Rogers Jr., 32, of Brunswick, Ga., and James Henry Hall, 35, of Atlanta, were found in a stolen Cadillac in the Bronx May 8. They had been shot.

Both men had been indicted last November for the armed robbery of scores of boxing fans, including numerous underworld figures, at what had been billed as a "party" in an Atlanta residence.

An estimated 200 persons, nearly all of them black, showed up at the Atlanta residence shortly after Ali, also known as Cassius Clay, fought Quarry in Atlanta. They had been handed engraved invitations to a party for "Mr. Tobo."

The guests, after being greeted at the door, were confronted in the hallway of the home by masked men with shotguns who ordered them into the basement where they were forced to strip and hand over their cash and jewelry.

Winn N.J. \$1 Million
MIAMI LANDING, N.J., May 27 (AP).—Alfred E. Moon, 59, and his son David 30, of Mercerville won \$1 million Wednesday in the New Jersey lottery. David Moon was present for the drawing at the Atlantic City Raceway and appeared almost in shock at the outcome. A nurse gave him amphetamines to snuff.



OLD DOG, NEW TRICK—Jake, the movie stunt dog, could not hear his master's voice until he was outfitted with a hearing aid set into lensless eyeglasses. The dog was unable to keep a hearing aid in his ear, so carpenters hold it in place.

60 Silos May Be Defensive U.S. Reassesses New Soviet ICBM Threat

By William Beecher

WASHINGTON, May 27 (NYT).—Defense Department officials said yesterday that the 60 new silos detected recently in the Soviet Union might be intended for two new types of intercontinental missiles rather than one, as was suggested earlier.

A Pentagon official conceded, however, that there was still some uncertainty about this and that therefore a quite different assessment advanced Tuesday could not be ruled out.

This assessment was that the Russians, rather than seeking to deploy new types of weapons, were actually fashioning and reinforcing silos to increase their ability to withstand nuclear attack.

The Pentagon officials were reacting to reports Tuesday from Senate Republican sources that the Central Intelligence Agency had concluded that two-thirds of the new silos were intended for the relatively small SS-11 intercontinental missiles and not for a larger new weapon, as the Defense Department had suggested previously.

Questions Unanswered
While this latest suggestion about the new silos left a number of questions unanswered, officials in various government agencies insisted that this apparent confusion reflected the wide areas of uncertainty that exist within the intelligence community.

The Central Intelligence Agency declined to comment on reports that it differed with the Pentagon's interpretation of the new data. But officials at the Defense Department and other agencies said there was no basic disagreement between the two.

Woman Was Naturalized in 1948

Tries to End U.S. Citizenship To Inherit Millions, Is Refused

NEW YORK, May 27 (NYT).—A 48-year-old woman has tried unsuccessfully to lose her U.S. citizenship so that she might gain a European estate amounting to millions of dollars.

The unusual effort by Mrs. Irmetta Philippina Simons, who wanted to revert to her original Dutch citizenship, was rejected Tuesday by Judge Morris E. Lasker in federal court here.

Noting that Supreme Court Justice Hugo L. Black had termed U.S. citizenship "a priceless treasure," Judge Lasker said that "it seems that the plaintiff here seeks a treasure which she would value more, a share of her former husband's substantial estate in which she may have rights under Dutch law."

Mrs. Simons has asked the court to set aside the naturalized citizenship that she and her late husband obtained in 1948, contending now that they had lied when they said that they intended to live in the United States as citizens.

Judge Lasker observed in his 15-page decision that Mrs. Simons "may well have lacked intention to reside in the United States permanently and may well have secured her citizenship by fraud" 23 years ago.

"However," he ruled, "insofar as she seeks a personal benefit by taking advantage of her own fraud and seeking to reject her citizenship at this time, we hold that she is estopped from doing so."

The background of the case began with the outbreak of "World War II" in 1939, when John Simons fled from the Netherlands, where he conducted his family's metal business, Simons Metaalhandel N.V. in Rotterdam.

Mr. Simons reached the United States in 1940, by way of Genoa, Italy, and declared his intention to become a citizen, although he returned to the Netherlands in 1946 after the war.

He and Mrs. Simons were married in Amsterdam, came to the United States in 1947 and became naturalized citizens the following year. But they soon returned to Europe so he could rebuild his family's business.

A Mexican divorce was obtained in 1964, Mrs. Simons said, because her husband threatened he would "kill or injure her or arrange for her confinement in a mental institution if she did not consent."

Neither he nor she remarried, there were no children and he left the bulk of his estate to Simons for educational purposes in Israel after his death two years ago.

Mrs. Simons, who now lives in Soan, would have a much better chance of obtaining a major share of the estate if she were a Dutch national, instead of American, according to her lawyer here.

Nixon Reportedly Not to Appoint Court Candidate
WASHINGTON, May 27 (UPI).—President Nixon, cautioned that he could risk another embarrassing Senate defeat, has given up any idea of naming conservative Albert W. Watson to the nation's highest military court, Capitol Hill sources said today.

Mr. Watson's Senate sponsor, Sen. Strom Thurmond, R. S.C., was pictured as dismayed by the decision, arguing that Mr. Watson was not the segregationist portrayed by his opponents among liberal and moderate Republicans.

A White House official, who refused to be identified, tended to confirm the report when he told reporters "I would guide you away from continuing such speculation" that Mr. Watson would be named to a 15-year term on the U.S. Court of Military Appeals.

A week ago, Sen. Thurmond announced that Mr. Watson was in line for the \$42,500 a-year post on the three-judge court which must review the life term sentence given Lt. William L. Calley Jr.

20% of U.S. Men in Survey Back Violence to Get Change

NEW YORK, May 27 (NYT).—One out of every five American men questioned in a nationwide survey said he believed some degree of violence is necessary to produce needed social change in this country.

An even larger proportion, nearly one-third, said they were willing to tolerate substantial police force, including shooting to kill, to control student or black uprisings.

"On the whole," said Dr. Monica D. Blumenthal, who helped conduct the study at the University of Michigan, "these figures indicate that American men think that where it is necessary, you should reach for a gun fairly fast."

She presented the findings Tuesday at a two-day social science seminar at the Carnegie International Institute, sponsored by the Council for the Advancement of Science Writing.

The questionnaires were administered in 1969 by a team from the University of Michigan's Institute for Social Research. The report, based on a study of men only, is planned as the first in a series that will also explore the attitudes of women.

The sample of 1,374 was selected to represent all men in the United States between the ages of 18 and 64, and to represent all races, regions, economic and social classes.

The study began by asking the men to name the things going on within the country that worried them. Some 85 percent cited activities of violence or often associated with violence, usually civil disturbances and political protests. Only one-quarter mentioned traditional forms of crime.

Many questions in the survey explored the methods that the men felt justifiable in controlling whatever they saw as violence.

Look to Police
"Although the vast majority of American men agreed that violence has its roots in the social problems of our times, many looked to more punitive legislation and bolstered police forces as a means of preventing violence," Dr. Blumenthal said.

For example, 61 percent said that "to handle ghetto riots, a police should shoot but not to kill. About 30 percent said they should shoot to kill at least sometimes. Similar proportions answered the same way when the question involved controlling student disturbances.

Asked when it was justified to kill another person, 89 percent said it was permissible in self defense and 93 percent said it was right in the defense of one's family. Both these responses, Dr. Blumenthal said, could be expected on the basis of traditional male roles in America.

"What I find remarkable, and somewhat frightening, is that 88 percent say it's okay to kill in the defense of one's house," she said.

"When you look at what people say about violence, it's clear that among American men, violence is not completely socially unacceptable.

Looting Tops List
Another of the findings is that if a person considers a certain act to be violent, he is likely to condone substantial police violence to control it. However, Dr. Blumenthal noted, that person did not consider the police to be exercising violence in these cases.

The respondents were given a list of nine acts and asked whether they thought of the acts as violent. The act most frequently considered violent was looting. Eighty-five percent agreed. Only 33 percent considered police shooting of looters to be violent.

Slightly more American men considered draft card burning to be violent (88 percent) than felt police beating students to be violent (86 percent).

Dr. Blumenthal compared those who favored strong police action in cases of civil disturbance with those in the smaller group who said they believed at least some violence was necessary to bring about improvement in society in a reasonable time.

Elders Favor Violence
Those who favor violence for social control, as opposed to social change, tended to be older, less well educated, and white. More important factors differentiating the two, however, were found to be attitudes toward the persons exercising the violence. Those who rate students or blacks as untrustworthy or troublemakers as a whole, tend to condone police violence while those who see the police as untrustworthy, tend to condone violence on the part of students and blacks for social change.

In an attempt to see whether traditional moral values of kindness and belief in the "Golden Rule" had any relationship with attitudes toward violence, Dr. Blumenthal found that, among white men, belief in such things was unrelated to views on violence.

Among black men, however, those who professed to believe in the "Golden Rule" were less likely to accept violence in any form than were black men who said they did not hold the belief.

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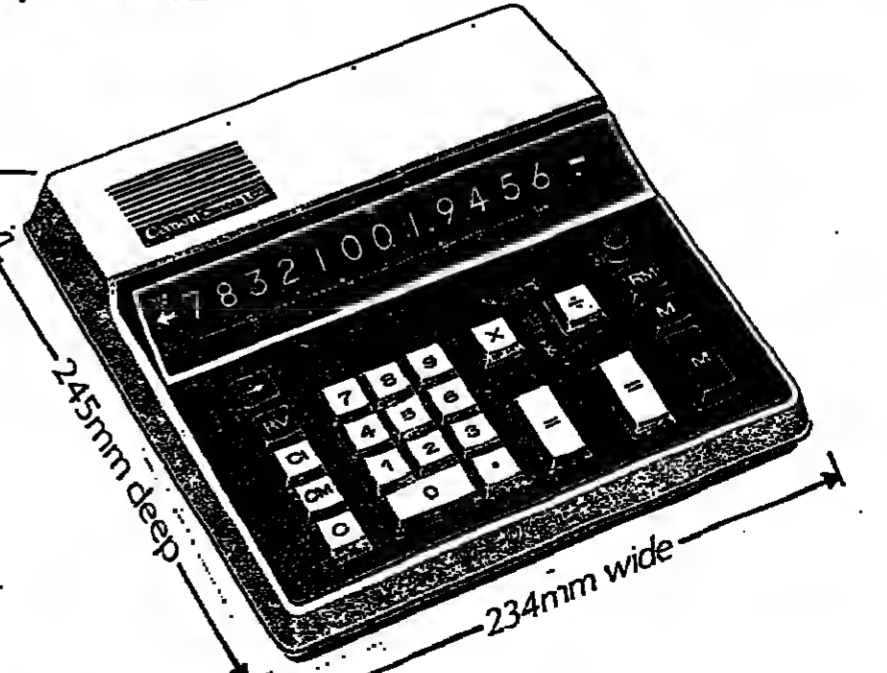
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to Assist Government Partnership

WASHINGTON, May 27

—In furtherance of his plan "the growing partnership between government and the private sector" to be developed to the benefit of both, President Nixon sent a memorandum yesterday to the heads of executive agencies and agencies asking them to look into new ways in which their agencies can more effectively assist the private sector. The memo can be of additional help to agencies and their private partners.

President requested them to submit their ideas and suggestions by Sept. 30 to Nancy Callahan, the National Endowment for the Arts.

President urged Congress to provide full funding for the program, which would allow for the fiscal year 1972. "More than the level of two years ago," he said.

Teachers Complain
Julie Nixon

JACKSONVILLE, Fla., May 27 (UPI).—A group of Jacksonville teachers has complained to the National Education Association about the appointment of Julie Nixon Eisenhower to a school only four miles from her residence.

The director of the school district said that "some of them have driven miles to their assignment day. Most first and second grade teachers are placed in schools where the most difficult children are," he said.

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Check the Oil, Cut the Tires? —Arizona Autoists Warned

FLAGSTAFF, Ariz., May 27 (AP).—Radio messages written by the Arizona Attorney General's Office are warning motorists about unscrupulous service station practices in the state.

They are being followed up with prosecutions that have resulted in civil suits charging stations with such practices as sashing tires and spraying oil and metal filings on engine parts. The idea is to sell unneeded tires, batteries and other parts.

State officials believe the practices are common throughout the nation, "especially along the interstate highways," Attorney General Jack McCormick said in an interview. But he said it seems to be especially widespread in Arizona.

The "threat of the desert, the fear of being stranded in isolated areas" is a factor, Mr. McCormick said. "A motorist can check his tires in the morning, but after driving 200 miles across the desert, he's willing to believe something could have happened to them."

He said the state stepped in when repeated warnings were "completely ignored" by station operators. Teams of officials driving "pre-tested and certified vehicles in the best possible condition" started making spot visits to stations, primarily along interstate highways.

Dealers in Flagstaff, Yuma and Phoenix have been cited to date, Mr. McCormick said, more charges are planned. Sixteen dealers have been subpoenaed.

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Obituaries

Royall, Last War Secretary, First of Ar

WASHINGTON, May 27 (AP)—Kenneth C. Royall, 78, a soldier and lawyer who was the last man to hold the post of secretary of war and the first to be appointed secretary of the Army, died yesterday.



Kenneth C. Royall

During a long and distinguished career in public service, Mr. Royall—who attained the rank of brigadier general during World War II—was in charge of the postwar rehabilitation of West Germany, Austria, Japan and Korea and helped reorganize the U.S. armed forces during peacetime.

border under Gen. John... who later picked... while commanding... Expeditionary Force... France in World War... Hughes left the Army... rank of major, the Dist... Service Medal and... Legion of Honor.

NEW YORK, May 27 (NYT)—John C. Hughes, 79, a textile manufacturer and former... ambassador to the North Atlantic Treaty Organization in Paris from 1963 to 1965, died here yesterday.

Long-Lost Greek Sculpture Turns Up Outside of Lonc

LONDON, May 27 (AP)—The long-lost marble head and torso of a 2,000-year-old Greek artist... The main body of the statue is now in the Pergamon Museum in Communist East Berlin.

In California Farm Region Man Charged With Murders As 14 Bodies Are Unearthed

YUBA CITY, Calif., May 27 (UPI)—Sheriff's deputies who have uncovered the remains of 14 men hacked to death and buried along the banks of the Feather River, yesterday charged a 37-year-old Mexican-born farm labor contractor with murder.

Van Den Elverel to study the charge and issued a stiff gag rule prohibiting the district attorney and sheriff from talking about the case.



Juan V. Corona

contractor since 1962 with a "clear" record. He provided workers for farmers, drove them to their jobs in a bus and, in return, collected 10 to 15 percent of their salaries as a fee.

Cuban Writer Assails 60 Who Defended Him

MIAMI, Fla., May 27 (AP)—Hayden radio said yesterday an award-winning Cuban writer who was jailed and then confessed to anti-revolutionary crimes, has attacked 60 foreign intellectuals who came to his defense, calling them "cynical enemies of socialism."

First on Thursday The first body was found last Thursday on the road of farmer Goro Kagehiro after his discovery and freshy turned earth in his orchard and dug it up. He reported it to the sheriff and deputies began checking out the area.

Ski Pole Impales Actor Clint Walker

BISHOP, Calif., May 27 (Reuters)—Cowboy actor Clint Walker, 43, was reported in fairly good condition today after a ski pole punctured his heart and he was rushed 45 miles to a hospital for open-chest surgery.

Gen. Charles Pearce Cabell WASHINGTON, May 27 (AP)—Retired Air Force Gen. Charles Pearce Cabell, 67, former deputy director of the Central Intelligence Agency and Air Force intelligence chief, died yesterday.

Eddie Neley NEW YORK, May 27 (AP)—Eddie Neley, 50, who trained Buckpasser and many other top thoroughbreds for the Phipps family, collapsed this morning and died in Belmont Park's first-aid room.

8 German Su Charge Lock In F-104 Cras

SAN FRANCISCO (AP)—Survivors of West Air Force personnel F-104 Starfighter crash killed eight damage suit total of \$4 million from Aircraft Corp.

3 Military Jets Crash, Killing 11, In South Africa

CAPE TOWN, South Africa, May 27 (Reuters)—Military guards threw a security screen round the Devil's Peak section of Table Mountain overnight as experts tried to find out why three British-made jets crashed while flying in formation.

Polish Leader M Back in Public A

WARSAW, May 27 (AP)—Mieczyslaw Moczar, a former member of the Polish United Workers' Party, today made his first public appearance in seven weeks, apparently covered from illness and political standing.

Chinese Loan to Ceylon

COLOMBO, Ceylon, May 27 (NYT)—Communist China has agreed "in the interest of friendship between China and Ceylon" to provide Ceylon with a long-term interest-free loan of 150 million roubles (\$25 million) in convertible foreign exchange.

DEATH NOTICES Mr. William F. SCHWARTZ, Director of Paperettes, Paperettes de Malouette, Paperettes de Mauduit, Le Tabac Reconnu, etc., died at his home in New York at the age of 70 years.

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Friday, June 4th REAL ESTATE OPPORTUNITIES in SPAIN in the International Herald Tribune.

What's in a name? LTV AEROSPACE CORPORATION VOUGHT AERONAUTICS COMPANY • VOUGHT HELICOPTER INCORPORATED VOUGHT AIRCRAFT SERVICES COMPANY • VOUGHT MISSILES AND SPACE COMPANY SERVICE TECHNOLOGY CORPORATION • LTV RECREATION DEVELOPMENT, INC. • KENTRON HAWAII, LTD. LTV EDUCATION SYSTEMS, INC. • INTERNATIONAL TECHNOVATION, INC. ADVANCED TECHNOLOGY CENTER, INC.

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Blames Tougher Stance by Egypt

Dayan Expects No Partial Peace

Jerusalem, May 27 (UPI)—Prime Minister Moshe Dayan...

Tuesday night and published yesterday, he added that the supply of U.S. arms to Israel...

briefing on Israel's defense posture. The nation's afternoon newspapers carried a censored account of his remarks.

World Socialists Urge Accord Reached in Middle East

Helsinki, May 27 (UPI)—World Socialist leaders ended a 10-day meeting in Helsinki...

day night but was delayed until today after the conference delegates disagreed over its wording.

The Socialist International is an association of 54 democratic Socialist parties with some 14 million members...

Historical Group in Detroit Wants House in France

Detroit, May 27 (AP)—The president of the Detroit Historical Society says he is trying...

Mr. Brandt said that failure cannot be afforded this time in Britain's negotiations with the European Economic Community.

The key Israeli conditions for partial accord, according to the report, remain an open-ended cease-fire along the Suez Canal...

Deported Mafia Chiefs, Police Besieged by Irate Islanders

Isle of Filicudi, Sicily, May 27 (UPI)—Fifteen reputed Mafia chieftains played cards with their police escort today...

Gen. Dayan said President Anwar el-Sadat of Egypt appeared to have taken a tougher stance on the Middle East...

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Ulster Leaders Of Both Faiths Assail Violence

Belfast, May 27 (UPI)—Leaders of all the main Christian churches in Northern Ireland...

President Nixon told the Arab ruler, prior to a private meeting between the two, that he looked forward to King Faisal's "wise counsel" toward achieving Middle East peace.

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Tunnel's 1st Accident

Aosta, Italy, May 27 (UPI)—The first traffic accident in the six-year history of the Mont Blanc motor tunnel...

Other resolutions dealt with European integration, disarmament and African states.

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French Consul Foils Kidnap Bid In San Sebastian

San Sebastian, Spain, May 27 (UPI)—Four armed men attempted to kidnap the French consul in San Sebastian...

Police hunting the killer of Parachute Sgt. Michael Willett, 27, who died when a 25-pound grenade bomb was placed inside the Springfield command post...

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Mt. Etna Lava Changes Course, Menacing Village

Catania, Sicily, May 27 (UPI)—A tide of lava rolled to the outside of Forizzo on the lower slopes of Mount Etna...

Police hunting the killer of Parachute Sgt. Michael Willett, 27, who died when a 25-pound grenade bomb was placed inside the Springfield command post...

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Britain-Spain Talks Ignore Gibraltar

Madrid, May 27 (UPI)—The first official visit in ten years by a British minister to Spain was concluded yesterday...

Police hunting the killer of Parachute Sgt. Michael Willett, 27, who died when a 25-pound grenade bomb was placed inside the Springfield command post...

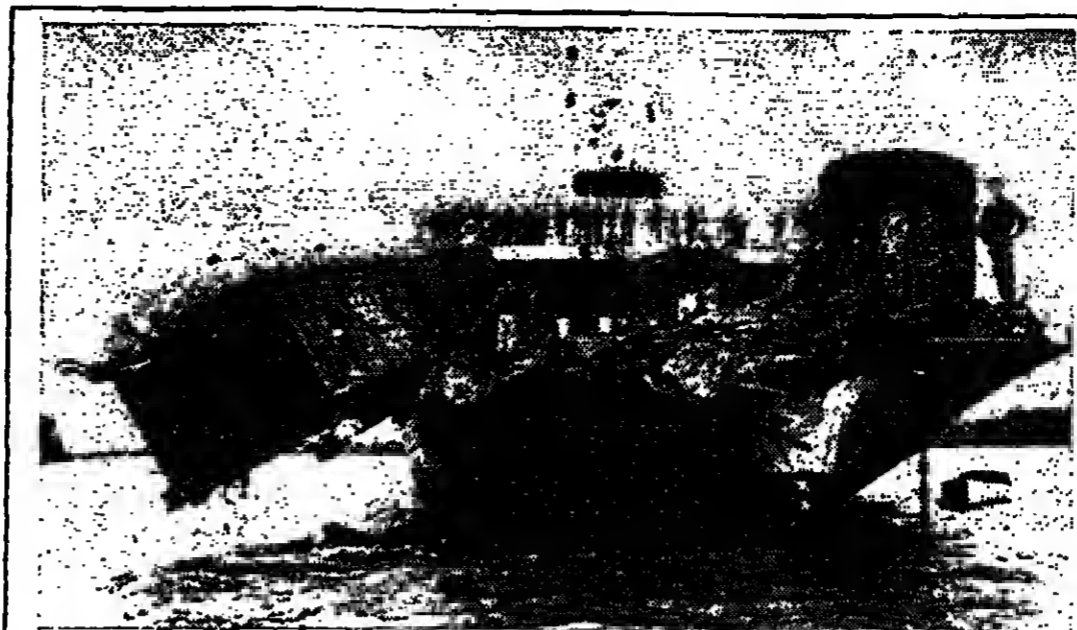
Police hunting the killer of Parachute Sgt. Michael Willett, 27, who died when a 25-pound grenade bomb was placed inside the Springfield command post...

Rail Switch: State Sues Man Killed by Train

Bolzano, Italy, May 27 (AP)—A man who was run over and killed by a train near this north Italian town...

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Police hunting the killer of Parachute Sgt. Michael Willett, 27, who died when a 25-pound grenade bomb was placed inside the Springfield command post...



END OF THE LINE—This passenger train car remains precariously suspended from a damaged ferry that collided with another ferry on the Parana River in Argentina Monday.

Deported Mafia Chiefs, Police Besieged by Irate Islanders

Isle of Filicudi, Sicily, May 27 (UPI)—Fifteen reputed Mafia chieftains played cards with their police escort today in a requisitioned bar...

Park's Foes Gain Some in Korean Vote

Seoul, South Korea, May 27 (UPI)—The ruling Democratic Republican party of President Chung Hee Park was assured today of a safe parliamentary majority...

LSD Youth Kills 1, Wounds 2, Fueling Italy Furor on Crime

Rome, May 27 (UPI)—A drug-crazed West German robbery-murder suspect shot and wounded Rome's chief crime fighter today amid a growing public clamor for reinstatement of the death penalty in Italy.

Police charged Manfred Becker, 21, a native of Dortmund, West Germany, with the murder of leather store operator Wanda Campagna, 60, the wounding and robbery of her clerk, Damiano Damiani, 38, and the shooting of crime squad chief Salvatore Palmeri.

Police picked up the suspect at midnight in the Villa Borghese park during a city-wide manhunt for a "tall blond with a foreign accent."

They said the suspect told them he was "high" on lysergic acid-LSD—and recounted a confused tale of shooting up a store 100 yards from police headquarters on Via Nazionale, Rome's biggest shopping street.

Chief Palmeri took the suspect to the railway station at the nearby beach resort of Ostia after the young man said he had abandoned a .768-mm. pistol there.

With 149 of the 163 popularly elected constituency seats decided in the Tuesday election, the Democrat Republicans held 98 seats.

With control of more than half the assembly, Mr. Park's party could assure passage of most of its bills. But the opposition will have enough power to hold up Mr. Park's programs.

Mr. Park now faces the stiffest opposition in the assembly since he won the first of his three terms eight years ago.

Advertisement for Van Cleef & Arpels jewelry, featuring a leopard logo and text: "la boutique" VAN CLEEF & ARPELS Jewellers 22, place Vendôme - Paris 12, quai Général Guisan - Genève

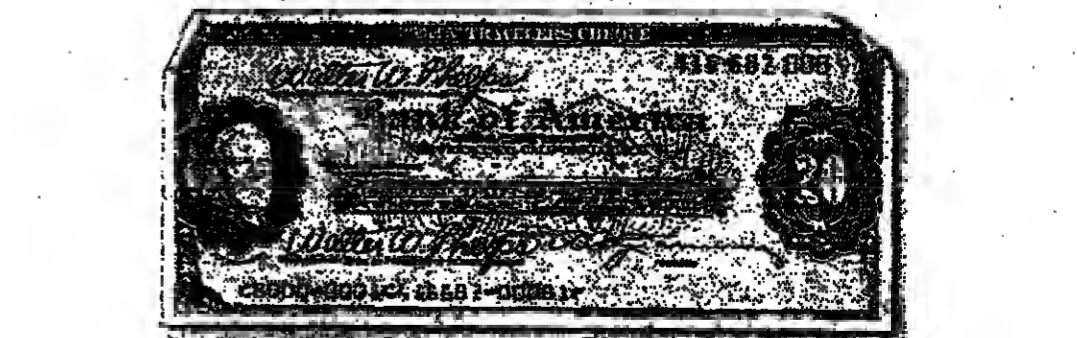
Large advertisement for L'Air du Temps perfume, featuring a woman in a hat and the text "L'AIR DU TEMPS".

French Consul Foils Kidnap Bid In San Sebastian

San Sebastian, Spain, May 27 (UPI)—Four armed men attempted to kidnap the French consul in San Sebastian...



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That Old Southern Comfort

President Nixon got a hero's welcome in Alabama Tuesday. And why not? He told the throngs in the streets of Mobile and Birmingham exactly what they wanted to hear—or at any rate exactly what most of the white voters among them wanted to hear. With Gov. George Wallace smiling at his side, he said that the South has made "significant progress" in school desegregation. Then he assailed the North, which he accused of having made "no progress" during the last two years. Whereupon he called for "a new spirit of national unity."

Ensign David Eisenhower, the President's son-in-law, remarked—rather aptly, we think—that it "seems as though the presidential campaign is already under way."

It is undoubtedly true that Northerners are guilty of a great deal of pious moralizing about Southern racism and that a great deal of school segregation is perpetuated in the suburbs of Northern cities as a byproduct of residential segregation—those same suburbs were the President has said repeatedly that he will never, never countenance "forced integration." But it is somewhat surprising to hear him say that he has "utter contempt" for the double hypocritical standard of those Northerners who look at the South and say "Why don't Southerners do more about their race problems?"

There is a difference—a difference much too important to be obscured—between the *de jure* segregation of the South and the *de facto* segregation of the North; it is a difference rooted in the attitude of official authority. From the day the Supreme Court of the United States declared, 17 years ago, that racial segregation in public schools violated the Constitution, the elected political leaders of the South—with, of course, a number of wise and valiant exceptions—have engaged in various forms of deliberate, organized and official resistance to compliance with the court decision.

Until just the other day, when the court spoke again, and very sharply, the Nixon administration had encouraged Southern political leaders to believe that the power of the federal government would not be used very vigorously to press them into conformity with the law. And this has been true not alone in regard to schools but in regard to every phase of civil rights. The Department of Health, Education and Welfare, with conspicuous pats on the back from the President, resisted the idea of busing pupils to promote desegregation; the Department of Housing and Urban Development did nothing to diminish racial concentration in urban ghettos by striving to locate public housing projects outside them; and the Department of Justice did all that it could to frustrate re-enactment of the Voting Rights Act and has been tender indeed in allowing the Southern states to jigger their voting laws to dilute black voting power.

Just the other day Attorney General Mitchell modified his stand on the Voting Rights Act in response to bipartisan pressure from Congress. Sen. Philip Hart and Minority Leader Hugh Scott went to see him and apparently persuaded him that Southern states must bear the burden of proving that changes in their election law do not entail racial discrimination. Previously, the Attorney General had held that racial discrimination in state election procedures—a distinction that gave the benefit of all doubts to the states. It is commendable and it is gratifying that Mr. Mitchell has belatedly seen the light concerning this basic right of citizenship. But he can hardly be astonished if black citizens view it with a certain degree of skepticism—especially in view of the brand of Southern comfort which President Nixon dispensed in Alabama on Tuesday.

THE WASHINGTON POST.

Charades in Prague

Since both Gustav Husak and Leonid I. Brezhnev are intelligent men, neither can take very seriously the current charade at the 14th congress of the Czechoslovak Communist party in Prague. References to the "international assistance" the Soviet Union gave Czechoslovakia in 1968 are unlikely to convince anyone aware of the facts that what happened was anything but a brutal invasion—one that robbed a small country of its sovereignty. At most, Messrs. Husak and Brezhnev are engaged in the retrospective rewriting of history, apparently hopeful that future generations may be deceived even if their contemporaries are not.

Essentially, the seeming love duet in Prague represents a coldly calculated deal between the two Communist leaders. Mr. Husak has set up the party congress as a public demonstration of unquestioned

Czechoslovak obedience to the Soviet Union. Mr. Brezhnev will come away with material to argue that whatever mistakes he may have made vis-a-vis Czechoslovakia a few years ago have been fully rectified. Mr. Brezhnev's need for such evidence of victory arises out of his failure to foresee and prevent the Dubcek era when—in late 1967—he intervened personally in Prague and allowed the fall of Antonin Novotny, Alexander Dubcek's predecessor.

In return for this service, Mr. Husak has received full endorsement from Mr. Brezhnev—backing that will presumably enable the Czechoslovak leader to keep his political rivals in Prague in check for the predictable future. Thus, both leaders benefit from the charade, while the Czechoslovak people have no alternative but to nurse their bitterness and treasure their memories of the short, sweet "Prague spring" of 1968.

International Opinion

The "Nervosité" of May

Never a May goes by without France's "nervosité"; never a May goes by without France's weathermen sniffing the wind for the bracing tang of tear gas and straining their ears for the sound of the Internationale; and every May brings its own crop of special circumstances to make their hopes and fears seem that much more plausible. In 1969 there was the "political vacuum" left by General de Gaulle's departure. Last year there was the left-wing resentment aroused by the "anti-smashers bill" and the trial of two editors of a Maoist newspaper. This year has seen the centenary of the Commune and the Renault strike. Now that the Renault strikers have gone back to work and the various marches to commemorate the Commune are all over, it seems safe to say that this May, too, history has failed to repeat itself. But it has been a month of "nervosité"—not so much "nervosité" as "edginess"—such as Mr. Georges Seguy, the Communist trade-union leader, had warned would follow the "morosité" of April.

—From the Times (London).

The Disarmament Outlook

Fravda does not appear to share President Nixon's optimism and devotes only limited space inside to the U.S.-Soviet SALT communiqué. Even circles close to the White House feel the agreement announced Thursday does not mean that the positions of either side have fundamentally changed. The prevailing sentiment in the American

capital is that the agreement that will perhaps emerge from the Helsinki talks will have only limited significance.

Addressing a group of businessmen in the Defense Department, Mr. Laird said the coming NATO Ministerial meetings... will have "historic importance." Diplomatic sources in Moscow suggest that East-West negotiations on a mutual reduction of forces in Europe might begin within a few weeks and that, in any case, the U.S. and the U.S.S.R. are believed determined to open them—a fact which is expected to become apparent in Lisbon.

—From Le Monde (Paris).

The Americans begin from the principle that the negotiation of an eventual reduction of forces in Europe is unrelated to the SALT talks. This viewpoint is challenged by several European (NATO) members, notably by West Germany. As a matter of fact, a reduction of U.S. forces available to NATO would directly modify the nuclear deterrent balance. Discussions at the NATO ministerial meeting opening in Lisbon, will thus give rise to very thorny explanations. The question of an eventual participation of the Atlantic Pact allies in a subsequent phase of the SALT negotiation cannot fail to be raised. But it is on that point that the Washington government always clearly indicated that it wished to maintain its distance as long as possible.

—From Le Figaro (Paris).

In the International Edition

Seventy-Five Years Ago

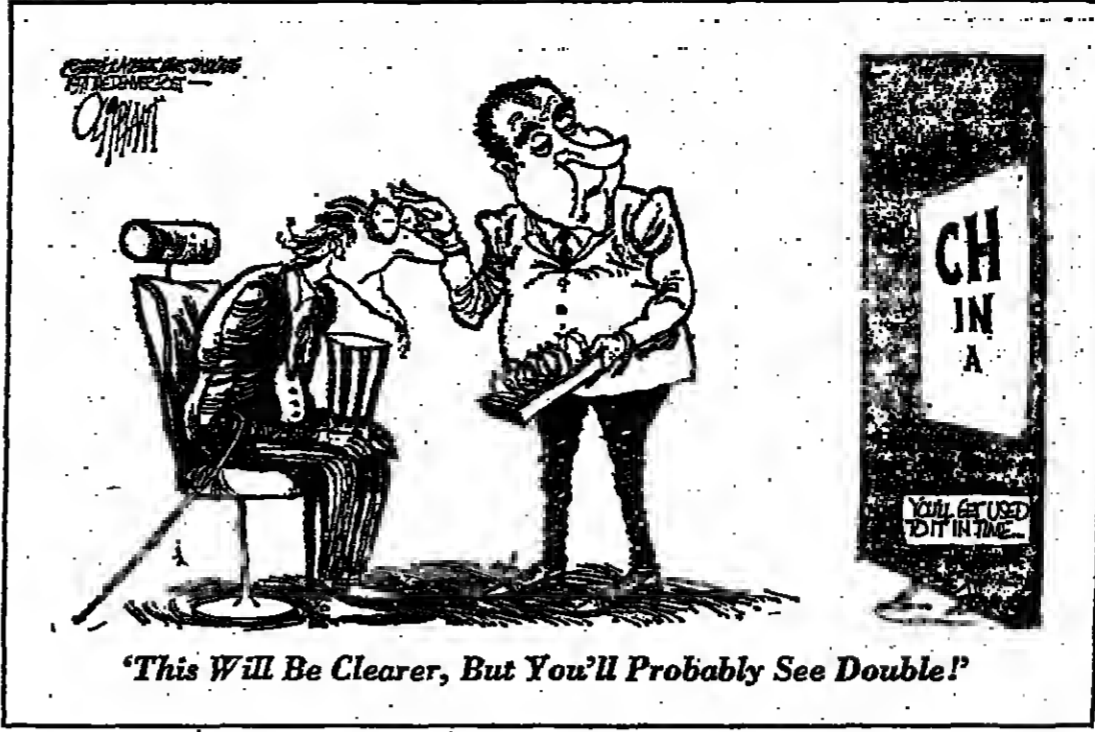
May 28, 1896

LONDON—It has been intimated to the officials who will be the most intimately concerned, says the Standard, that if the Queen be spared to complete the 60th year of her reign, it is intended to mark the occasion by celebrations in the nature of those in the Jubilee year. Her Majesty enters next month on her 60th year of sovereignty. She is in excellent health and in fact appears to be stronger today than she was three or four years ago.

Fifty Years Ago

May 28, 1921

PARIS—There will not be lacking those who will characterize President Harding's consultation with leading financiers as evidence that the new administration is "hand in glove" with Wall Street. It is an old cry which has assailed every President since the Civil War. But it is highly probable that no President could properly fulfill all the duties of his office were he not to avail himself, from time to time, of the intelligence of bankers.



Is the Fruit of Space Ripe?

By C. L. Sulzberger

JERUSALEM.—Israel has now, if skeptically and slowly, come around to the U.S. view that an interim settlement of the Palestine war is both desirable and probably feasible and that such an interim settlement could logically be expected to pave the way for definitive peace.

This, despite doubts and qualms, can be assessed as the fundamental achievement of the initiative begun by Secretary of State Rogers in 1969 and recently followed up by his visit to this country, Jordan and Egypt.

There are political rivalries inside Israel and sharp differences in some interpretations of the prospect of even a renewed cease fire. Jerusalem has its hawks and doves and some who war between the extremes. Mrs. Meir, the prime minister, is unquestionably among those who doubt Arab intentions and stress strategic security over political peace.

A Willing Attitude

Nevertheless, for the first time one can note willingness to contemplate Israeli withdrawal from advanced positions. This extraordinary little nation has never had real frontiers, only truce lines marking where the last war ended. Now there is growing recognition that these must be pulled back in an interim first-stage settlement that would see the Suez Canal reopened and would also measure the ultimate prospects of negotiations for a durable peace.

"Such an interim settlement would be a test case in miniature," says Foreign Minister Abba Eban, "a laboratory for final peace—if it is respected. If such an interim agreement can be negotiated, concluded and respected, the whole psychological situation will change."

Nevertheless, Israel is not sure about the timing even if it concedes such a step is desirable. When Rogers was here he stressed that there must be action soon because, if this does not

occur, prospects will go sour. Israel agrees that the fruit of settlement is visible on the tree but argues that it is not yet ripe, much less over ripe. The United States insists it is ripe and if not plucked soon will turn rotten.

Sadat's Action

Israel says it is available for negotiation but not for a dictated peace. It concedes that Egyptian President Sadat seems really to be moving his country into a post-Nasser period which attaches greater importance to Egypt's national problems and less to pan-Arabism. In this respect Rogers was reminded that Jerusalem had disagreed with Washington's forecast that Nasser's disappearance would produce chaos.

The basic argument between Jerusalem and Washington is now over timing. Even so Israel concedes that the chances of a peaceful settlement have been augmented during the past year. There is no longer a fear that the future of the Middle East would lie in the hands of its most radical elements, the Maoist-inclined guerrillas. Israel talks of withdrawal in an interim settlement while Egypt talks of ultimate peace.

Israel believes both Rogers and Sadat, for personal political reasons, want a swift interim settlement. And Israel furthermore accepts that the United States cannot really give a valid and operable guarantee of any such settlement. Its enforcement must rest in the hands of the UN Security Council, which always runs for cover when there is serious fighting.

But Israel doesn't complain that the United States has let it down during the past year of secret discussions. It acknowledges that it has received more ordinance help to maintain its end of the Middle East power balance than in any previous year and that Washington has stuck by it in the UN.

The most serious complaint is that Washington has formally come out for a detailed settlement that undercuts Israeli bargaining position in prospective negotiations. Even Western European statesmen argue that if the United States, Israel's arms purveyor, endorses the presently announced basis for settlement, that settlement must obviously be favorable for Israel.

Nevertheless, there is growing realization here that similar doubts are overheard among the Arabs. It is acknowledged that Sadat may believe the Israelis might treat any interim settlement as the final accord and would thereafter do nothing further about an enduring peace.

This is a summation of the new and gradually shifting mood here. It is less bellicose and perhaps more doubt ridden. Yet, compared with past moods, it represents a better chance of avoiding another round of war. The detailed arguments involved will be discussed in a subsequent column.

The Nixon-Johnson Entente

Strange Bedfellows

By David S. Broder

AUSTIN, Texas.—Among the several thousand stories they were telling at the parties following the dedication of the Lyndon Baines Johnson Library here last weekend was that wonderful old one about LBJ's campaign stop in Culpeper, Va. Culpeper was just about the first town Johnson hit on his 1960 whistle-stop train tour that was aimed at delivering Dixie to his liberal, Roman Catholic running-mate, John Kennedy.

It was early in the day; Johnson was not yet in high gear, and the Virginians were not responding to his shouted pleas to vote for the party of their fathers. The train was almost ready to move out, the stop a bust, when a sudden inspiration struck LBJ.

"They tell me we can't carry Virginia," he bellowed, "but I don't believe it... When they tell you that, you just ask 'em, 'What's Edward Nixon ever do for Culpeper?'"

Laughing again over that gem of 1960 campaign rhetoric, Johnson's guests had reason to ponder the strange turnings of history that had brought President Nixon to Austin to share what might well be the last major ceremonial of Lyndon B. Johnson's political life.

"They'd come a long way together, those old rivals, and now, for important reasons neither of them probably ever anticipated or desired, they have come to depend on each other."

An Eye on '72

Mr. Nixon needs his predecessor's help in protesting the presidential powers that have both exercised against the increasingly asserted claims for congressional influence in foreign policymaking. As one who defended presidential primacy in the international-security field both as a Senate leader and as a President, Johnson has freely given that support to Nixon—most recently in helping him defeat the Mansfield proposal for a troop reduction in Europe.

Nixon also craves Johnson's benign neutrality—if not his support—against him, but the real military and diplomatic situation, as they see it, is about the same.

That is to say, Soviet policy is deeply entrenched in Egypt. It is in an attempt of being so, Moscow wants order and the canal opened, and the negotiations with Israel forward as before.

U.S. officials are not about this. They are not pressure on Israel to give a quick victory, but the E visit surprised them, and it is not so confident that the Egyptian officer corps will be the new situation if Sadat and the Israelis reach a Suez compromise soon.

So there is a difference of approach between Washington and Tel Aviv in this delicate situation. Israel is opposed to Egyptian military presence east bank of the canal, "symbolic." They are further to Sadat's insistence any interim settlement Suez problem should be, as he is, the first of several leading to the eventual drawing of all Israeli troops from the Six-Day-War frontier. They want a binding and ended cease-fire.

In short, Washington is spending in negotiations leading on Israel to settle, as yet, ever so slightly, while Israel is urging caution and of "judicious leaving alone things settle down and a political atmosphere becomes little clearer."

In this situation, as discussed in Cairo, the presence of an influential American ambassador in Egypt is a handicap. He has a Service officer there who is well-informed; through Rogers and Sadat, he has prospects of reaching diplomatic relations with the visit.

Nixon is understood to have been in touch with Sadat in Cairo and to be as eager as Rogers for settlement. But he, again, a settlement on Israel and the Podgorny visit is over, is likely to intervene further the discussions.

Letters

Reston and Nixon

Mr. James Reston, in his column of May 22, which outlined his perhaps optimistic interpretation of President Nixon's foreign policy, closed with an entirely extraneous sentence which reminded us with a shock of the spirit in which Mr. Nixon as candidate, congressman, senator and Vice-President had expressed himself. Although the article was complete, Mr. Reston appended a last sentence in which he lumped the entire field of diverse Democratic presidential aspirants together, stating that, as Mr. Reston sees it, President Nixon "cautiously" moving toward lessening international tensions, "nobody is watching his movements with more attention or less enthusiasm than the Democratic presidential candidates." By this stroke Mr. Reston implied that the entire field of opposition aspirants would prefer that their country—and the world's—peril continue rather than their opposition succeed in ameliorating international dangers and our own pressing woes.

(Mrs.) JULIAN E. ADLER, Deauville, France.

Russia's 'Mammals'

Once more Russia has tested the mettle of world opinion and found it wanting. The successful outcry of December is nothing more than a hushed whisper in May. Where are the demonstrations, the editorials, the outraged cries of politicians? Today's (May 21) editorial page contains not one comment on the plight of the Leningrad nine. And to highlight "Saving the Ocean Mammals" while ignoring the future of two-legged mammals in Russia is the height of editorial insensitivity. One would hope that the freedom of the individual would be as vigorously prosecuted by the press as the press prosecutes its own demand for freedom.

J. FROST, Wezembeck-Oppem, Belgium.

Palestine's Past

The premise that after the Romans drove out the Jews, 2,000 years ago, Israel (Palestine) was occupied by the Arabs rests upon a fallacy. While the major part

of the Jews were indeed deported, a small group of Jews stayed. In other words, the Jews never left Israel, never forfeited their claim to their country. During these centuries Israel was a barren desert with a few Jews and even fewer Bedouins. For instance, in 1850, before any ingathering from Europe, there were 4,500 Jews and 2,300 Moslems in Jerusalem, and Tiberias was a Jewish village throughout this period. It was not until after the influx of European Jews in the beginning of this century, who made gardens of this desert, that Arabs from neighboring countries started to come to Israel in great numbers.

Brussels.

Fulbright Scholar

Sen. Fulbright's quotations from Sen. Taft concerning America's responsibility to get out of Europe present a real lesson. Does anyone remember the time that president Fulbright of the University of Arkansas was asked by the University of Missouri to delete certain wildly "hawkish" passages from an intended address to the students of the latter school? That was pre-Pearl Harbor. One must assume that William Fulbright is beyond the criticisms of men like Tom Wicker, et al.

VICTOR HICKEN, Salzburg.

Airline Fares

Concerning "Airline Economics," Mr. Wiklund is totally unconvincing when he says, in effect, that businessmen/regular travelers should not object to subsidizing charter flights and package tours as the quid pro quo for the privilege of convenient schedules, etc. The gross imbalance in IATA's pricing policies, Mr. Wiklund's "differential rating system" is encouraging increasing numbers of businessmen/regular travelers to avoid, when possible, normal scheduled services and instead utilize the "services of charters and tour operators, thus realizing phenomenal savings at no more than customary discomfort. I should think that in the long run such policies can only accelerate the gravity of the airlines' financial problems. I might also add that IATA's treatment of air passengers, in

terms of real service, has been reduced even more significantly over the past ten years than have air fares, in terms of real money. What is required is an International Air Travelers Association to attempt to convince IATA of the inanity of many of its coercive and self-defeating policies.

DAVID LOUHAN, Marbella, Spain.

Bangla Desh

Re Dr. Jack's letter on "Golden Bangla Desh" and Pakistan Ambassador's rejoinder in the 26 May issue. Students of international law should know which Bangla Desh is being referred to. If it is what is supposed to exist in Calcutta, none of the elements or prerequisites for recognition exist. That is why all countries including India have not extended recognition.

If the views expressed by the ambassador about India's incitement and active participation have any basis, then what has become of India's policy of neutrality and non-involvement? The Indian prime minister talks of no military action against East Pakistan yet, while Foreign Minister Swaran Singh has openly threatened such action. This would be India's concern for peace for the people of that region. Would India's heroic army put her modern weapons in cotton wool and march into East Pakistan with slogans of fraternity? Would the Pakistani army stretch out its arms to welcome them? If not, do advocates of peace reside in the inherent contradictions and inconsistencies in India's pronouncements and actions?

MOHAMMAD AZAM, Paris.

Israel's Fuss

It is ludicrous that Israel should make such a fuss over a handful of Soviet Jews imprisoned by Soviet courts for violating Soviet laws. Yet the Israeli authorities themselves have shamelessly imprisoned hundreds and hundreds of Arabs in the occupied areas for no reason other than resisting the Israeli occupation of their land, not to mention the harsh treatment and imprisonment of their "original" Jews.

T. L. HAWARSHI, Beirut.

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MUSIC

'Birds' Of Fine Feather

By David Stevens

LYONS (RENT).—The effort to breathe new life or the appearance thereof into the moribund body of opera goes on, the most recent manifestation being "L'Opéra des Oiseaux," which has just had its first performance in a typically well-prepared and lively production at the Opéra here.

There was no shortage of the outward trappings of being up to date. The program democratically presents the show as the collaborative effort of Antoine Duhamel, who composes music; Serge Ouaknine and Costas Ferris, who together have written film scenarios and dabbled in a lot of things; Louis Erlo, boss of the Lyons Opéra and its imaginative chief stage director, and Jacques Rapp, Erlo's chief designer.

And, in a program note in the best reforming tradition, Duhamel appeals to antiquity, depicting the separation of spoken and musical theater that more or less dates from the invention of opera by the Florentines almost four centuries ago. A more specific appeal to antiquity is the "inspiration" for the new work found in Aristophanes' "The Birds." But Aristophanes is turned inside out, or at least upside down.

The spectator entering the theater, even 15 minutes early, finds the modern version of the Greek chorus of birds strutting and fluttering all over the stage and auditorium—actors wearing fantastic bird-like headpieces and, below the shoulders, blue jeans and other standard-issue bits of the uniform of today's liberated youth.



Zouc as the Hoopoe in "L'Opéra des Oiseaux."

Bird Men

The decoration on the stage is an extension of the auditorium, a theater in the horseshoe-shaped Italian style. The orchestra, dressed in bird costumes, is not in the pit but wanders around the stage or is tucked away in the pseudo-boxes on the stage.

The Falsthaerius of Aristophanes becomes Piotr, a parasite, self-pitying but gentle anarchist who harangues the biped-birds about building a city in the air. The birds go to work dismantling the theater-like decoration on the stage, and having done so they leave it that way instead of building Aristophanes' city in the air. Utopia is not a new city in Duhamel's version, but merely the removal of conventions.

In the end Duhamel has done precisely what he has his birds do. He dismantles the trappings of opera, as the word is understood in such post-Grecian temples as the Met and Le Scala. Like his birds he puts nothing in its place. The music is full of transitory delights—songs, the use of words in a purely musical

sense, ensembles, pop music, bird songs, improvisation of all kinds. But transitory they remain.

As far as the performance is concerned, praise be to all. This includes Le Cri, a Grotowski-oriented theater group; Zouc, the cabaret comedienne who incarnated the Hoopoe, the man-bird who is unseated in the gentle revolt of the birds; Duhamel, who popped up from time to time in a bird costume resembling the very much the costume of the star conductor, balls and all, and keep everything together, and the entire Lyons company of singing actors who gave this caper the same professional air as they did their "Tannhäuser," their "Mahagony," their "Wozzeck," with their ability to cope with any form of musical theater.

Lausanne Festival.

Two Productions from the Belgrade Opera

By Theodore Bloomfield

LAUSANNE, Switzerland, May 27 (RENT).—The Belgrade Opera opened its eight-day visit to the Lausanne International Festival with a less than satisfactory production of Borodin's sprawling "Prince Igor," followed by a version of Tchaikovsky's "The Queen of Spades" more congenial to the talents of the company.

Both productions were marred by numerous technical and lighting failures, suggesting inadequate, on-the-spot rehearsal. And both, despite cuts, lasted more than three and a half hours. Neither work has the substance to justify such length and it is understandable that neither has become established in the Western repertoire.

In "Prince Igor," the uninspired staging of Mladen Sablic and the unauthoritative musical direction of Dusan Miladinovic failed to overcome the dramatic shortcomings of the uneven score—and their attempts to do so often backfired. Placing the overture after the prologue may have saved time in some and costume changes, but it got the evening off to a lousy start from which it never recovered.

The omission of the second Polovetsian scene robbed the work of its main personal conflict: Igor's soul-searching decision to escape. Further, it gave the misleading impression that Igor had accepted the proposed alliance with the Khan, Kotschak, whose role was truncated and who thus became, instead of a generous captor, a swaggering barbarian.

Empty Pageantry

The empty pageantry was less a conflict of herds than a contrast of costumes. The shaven-headed Polovetsians glowered and leaped ferociously—but even this became monotonous. The well-known Polovetsian dances, lost much of their excitement through redundant choreography and vacillating tempos, with stage and orchestra rarely together and, at one nodal point, the various groups not knowing which tempo to dance.

A curious byproduct of this production was the shift in emphasis from Prince Igor to his dissolute brother-in-law, Prince Galitsky, who, in Miroslav Canalicovic, found an arresting interpreter. Indeed, the drinking scene in Galitsky's court was the most successful of the evening. Canalicovic attempted double duty by singing Kotschak but was less at home in this music. For a title character, Jovan Gligoricovic, an aristocratic but stodgy Igor, had rather little to sing, and aside from eloquent moments in the aria, his voice sounded tired.

In the role of the bereft Jaroslava, Milica Stojanovic displayed an operatic and well-controlled soprano and acted with restrained dignity. Zvonimir Krnetic as Vladimir and Breda Kalef as Kotschakovna, the offspring of the opposing rulers, were an un-

interesting and vocally insecure pair of lovers.

Considering the sparse development of the principal characters, an inordinate burden fell upon the chorus. The singing was inconsistent, with good moments followed by ragged ones, the men generally outshining the women. Moreover, chorus and orchestra were frequently not together, for which the conductor's indecisive tempos and unclear beat were largely responsible. The orchestral playing was rough, most noticeably in the woodwinds and horns.

Tchaikovsky

The second opera, "The Queen of Spades," proved more in line with the talents of producer Sablic and his designer, Miodir Denic, whose sets for the seven scenes, in shades of blue corresponding to the mood, were the outstanding features of the evening. Hermann's hallucination and madness were strikingly staged with telling use of un-seen voices. Even the stylized festive ballet found the company more at home than it had been on the previous evening.

In the central role of the obsessed Hermann, the promising young tenor Stojan Stojanovic was rather unschooled and his timing was faulty in several crucial moments. He does not have the vocal power to encompass the taxing part, barely getting through the final scene in the card room.

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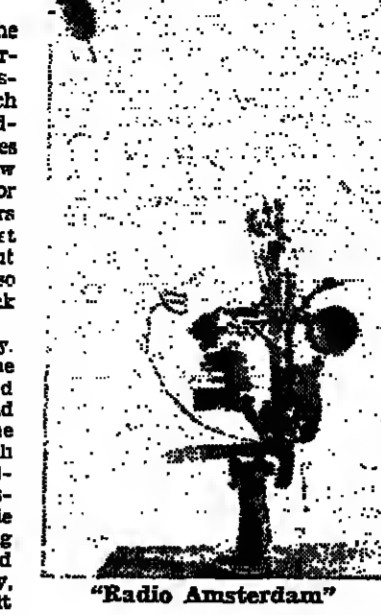
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ART IN PARIS

Tinguely and His Machines



"Radio Amsterdam" 1962 Tinguely.

By Michael Gibson

PARIS (RENT).—Artists at the court of the dukes of Burgundy belonged to the harness-decorators guild and spent much of their time designing and building such festive indoor structures as a whale that opened its maw to reveal a 24-piece orchestra or a tall tower filled with singers disguised as goats and trumpet players disguised as donkeys. But of course the ducal court also nurtured artists like Van Eyck and Van der Weyden.

The work of Jean Tinguely, who stands somewhere in the mid-point between Rowland Becket, Ruben Goldberg and Alexander Calder (the catalogue to his show with its slapdash layout and devil-may-care spelling appears to have been assembled with the aid of archie the cockroach) has something about it that is both festive and provocative. Quite frequently, like the tower or the whale, it is something done for an occasion—for a lark and at the same time for a purpose.

The lark is the attractive aspect of any Tinguely venture: All that elaborate and ridiculous junk doing its mechanical St. Vitus dance cannot but tickle the mind. There is also something a bit aggressive about it, and that too urges one to laugh.

Out in the forecourt of the Centre National d'Art Contemporain a large black machine scrapes back and forth making a constant hideous din that is pretty effective in drawing a crowd.

Inside, most of the machines are activated by the visitors themselves. There is a "meta-matic" drawing machine, an earlier model of which churned out 39,000 different "works" at the Paris Biennale in 1959. This one will produce a contemporary postcard suitable for mailing, framing or throwing into the wastebasket, in the color of your choice.

"Sedistic"

Some of the machines are musical, some playful, some impertinent and some sedistic... if you want to call it that. In the latter category is a "Dissecting Machine" into which a grinning dummy has been tightly clamped and is being elaborately sawed, perforated and

hacked to bits. Of course since it is the spectator himself who sets the thing going he can hardly dissociate himself from the nuance of cruelty it cheerfully implies. And it rather cleverly makes the point that there is no real gap between the vicious enjoyment of cruelty and the act itself.

The musical machines are among the most liberally silly contrivances because they are both comically elaborate and purposeful. More fearful are the rusty and neurotically obsessional ghosts of harvesting machines, impotently rattling back and forth. And off in a room by itself is a large, gangly device that is tirelessly playful, and punts rubber balls all over the room as fast as you can feed them into it.

Tinguely's purpose in all this is rather varied. Obviously there is a lot of pure artistic spoof and a healthy derision of the pomp and wind that surrounds "cultural events." There is also an ironic comment on the industrial world that surrounds us—its solemn and faultless machines whose ritual demands are as pressing as once were those of the gods. Tinguely's machines are impious satires of this highly organized world that is constantly moving, but to what effective purpose?

Finally there is probably some sort of deeper intent tied in with the notions of movement and destruction. The unexpected side of Tinguely's machines is that they actually function despite their structural absurdity. You would not expect a gadget of this sort to last more than a couple of minutes once it is set in motion. Yet they go on turning, day after day. They are well made. But quite often they are made to be destroyed, and in this Tinguely at the same time satisfies an infantile joy of destruction and outrage, an instinctive desire for permanence.

Movement

In respect to movement, Tinguely is a sort of philosopher and moral publicist. Twelve years ago he showered Düsseldorf with 15,000 copies of a short hortatory tract urging people to "resist the anguished urge of impotence that desires to halt movement, petrify the instant and murder the living," and proclaiming that movement is the only permanent fact. One may find this view healthy and sympathetic, yet it cannot be something of a slogan when it is so succinctly expressed.

And unfortunately the sort of movement the artist talks about and the kind he actually produces are not at all the same thing. Immobile paintings in oil and motionless sculptures in stone can be concentrates of the specific spiritual movement "Tinguely was thus urging upon the citizens of Düsseldorf." But his craft, though it has much that is witty, enjoyable, engaging and stimulating, and though it may be held to express a certain form of anguish too that is inherent in our civilization, does not reach this level of spiritual mobility through the medium of actual mechanical motion.

This is of no real consequence where the pleasure we may take from Tinguely's work is concerned, provided one does not wax too metaphysical about it. He does after a fashion invite one to do so—partly because he has something serious that he wants to communicate at the moment of his choice. But he also seems at pains not to appear in any way pretentious. In any event there is much to be gained, I believe, in keeping Tinguely's work and his theory well apart.

(Centre National d'Art Contemporain, 11 Rue Berryer, Paris 8, to July 5.)

Obscenity and Fraud

CHICAGO, May 27 (UPD).—Circuit Court Judge Samu Shamberg viewed the film "101 Ways of Love," found it "definitely and utterly obscene" and added, "I only counted seven ways."

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AEROPORT DE PARIS

CANNES FESTIVAL

Joseph Losey's 'The Go-Between' Wins First Honors

By Thomas Quinn Curtiss

CANNES, May 27 (UPI)—Joseph Losey's "The Go-Between," a social and psychological portrait of aristocratic English country life in 1900, won the Grand Prix at the 1971 Cannes film festival.

A 25th-anniversary prize was created during the festival's course and was awarded to Luciano Visconti for his screen version of Thomas Mann's "Death in Venice" and for the director's contribution to the cinema in general.

Mr. Visconti first bridled at this roundabout honor, but was placated when informed that it would head the award list.

A special jury prize was shared by Milos Forman's generation-gap film, "Taking Off" (U.S.A.), and Dalton Trumbo's initial directorial effort, "Johnny Got His Gun" (U.S.A.), an adaptation of his novel about a World War I basket case.

There was a second jury prize, divided between Bo Widerberg's "Joe Hill" (Sweden), a biography of the IWW organizer, and the

Hungarian "Love," with special honorable mention made to Lilla Darvas and Mari Torocsik for their performances in "Love."

The best actor award was voted to Riccardo Cucciolla, who played Sacco in the Italian "Sacco and Vanzetti," and that for the best actress went to Kitty Winn, who plays the junkie in "Fanny in Needle Park" (U.S.A.). The best first work award was conferred on Winn Manfredi for the Italian comedy about a Catholic childhood, "For Blessings Received."

No French film or player received any mention, and the excellent acting in the Soviet film "Flight" was ignored.

There was no grand prix for short films but a jury prize went to "Star Spangled Banner" (U.S.A.) of Roger Piant.

Aside from the festival verdicts, there was a Protestant prize for "The Go-Between" and a Catholic prize for the Hungarian film "Love." "The Hellstrom Chronicle" (U.S.A.), shown out of competition, was awarded a prize for the superiority of its technique.

The Cannes Film Festival celebrating its 25th anniversary this year has become indubitably the outstanding annual cinematic congress. (The Venice Festival, which was the model for Cannes, has been so torn by warring political factions that it is unlikely to take place this year. And if it is ever again to attract the policies must be drastically revised.)

Cannes offers more than the official competition. There is the Critics' Selection Section and the Quinzaine des Realisateurs, both of which attract experimental work. Then there is the independent film market flourishing in local cinemas during the festival weeks. Directors, writers, producers, stars come to see their own films, to inspect the other people's work, test the temper of the times, and negotiate future films.

Joseph Losey, director of the Grand Prix winner "The Go-Between," an official entry from Great Britain, has announced that he will make a film about

the assassination of Trotsky. "Alain Delon is to be the assassin and I should like Marlon Brando for Trotsky," he confided over a brandy after lunch.

The script is by Nicholas Mosley—Lord Ravensdale, the son of Oswald Mosley. He wrote the novel on which his film "Assassins" was based. We have been refused permission to shoot in Mexico (it is supposedly under Soviet diplomatic pressure) so we'll probably film in Europe."

Jean Seberg and Roman Gary are here from Spain and between location shooting in Spain and Afghanistan. The movie is "Kill," in which Miss Seberg stars and which Mr. Gary has written and is directing. It is the story of Interpol's attempts to check the international narcotic traffic. The film's trademark is a black octopus.

Roger Vadim and his scenarist, Jean Mailand, are preparing a new film for Jeanne Moreau, which bears the temporary title, "Eve Was Naked." Roland Polanski, who with his camera team, recorded the Monte Carlo Grand Prix race last weekend, dropped by for an evening at the Carlton. He has just finished shooting his "Machbeth" (financed by the Playboy organization) in which the theme of Cadaver and his lady are teen-agers.

Valon Green, who made the surprise hit at Cannes with his documentary of insect life, "The Hellstrom Chronicle," wants to do a film on the Hell's Angels motorcycle band next. Mick Jagger, honeymooning on the Riviera, came to Cannes in connection with the out-of-competition showing of "Gimme Shelter," a documentary on the Rolling Stones' free concert near San Francisco during which there was a murder committed in the audience.

Joseph Losey, right, whose "The Go-Between" took first prize at the Cannes Festival, talks to Italian director Luciano Visconti.



Entertainment in New York

NEW YORK, May 27.—This is how The New York Times rated new films:

"Pink Narcissus," about a pretty, smug-nosed homosexual, at its best moments aspires to camp reports Vincent Canby, but "mostly just looks at the boy, who thinks quite a lot about butterflies and spider webs but otherwise seems supremely bored." Out of "that pre-gay-activist era," he says, it's "a fragile antique." The movie was written, directed, produced and photographed by an anonymous film maker, who also designed and painted the sets and made all the costumes. Bobby Kendall plays the boy. "Dirtymouth," a film record of the career of Lenny Bruce, is

rated by Vincent Canby "a very bad movie that can't make up its mind whether Bruce (played by Bernie Travis) was a young Tom Edison or a sort of mad doctor." The film, which covers Bruce's career from the late 1950s until his death five years ago, "talks quite a bit about the comedian's brilliance," says Canby, "while demonstrating that he wouldn't have made a decent second banana to Pal Joey." Herbert S. Altmann wrote, directed and produced the movie.

"Guess What He Learned in School Today?" directed by John G. Avildsen, "attacks mostly easy enemies, and defends nothing at all except good appetites and therapeutic pornography," according to Roger Greenspun. The movie tries to be an "amalgam of social satire and sane sex propaganda and succeeds with

neither." Eugene Price wrote the screenplay from a story he co-authored with Mr. Avildsen. The cast includes Richard Carbo, Devin Goldenberg and Zachary Haines.

"West Coast Filmmakers Part II," second in a two-part program of short films at the Whitney Museum, includes works by the late Oscar Fischinger, Steve Arak, David Laurie, William Mitchell and Robert Swarth. Don Lloyd and Ron Finne, "Good reasons to catch Part II," says Vincent Canby, are "two charming, funny films" by Fischinger ("Sulphurhouse," made in Berlin in 1925, and "Radio Dynamics," made in California in 1941), a "crazy cartoon parody of '2001'" (entitled "X9000—A Space Oddity"), by Mitchell and Swarth, and a "lovely, androgynous nightmare" by Arnold, called "The Liberation of Mammique Mechanique."

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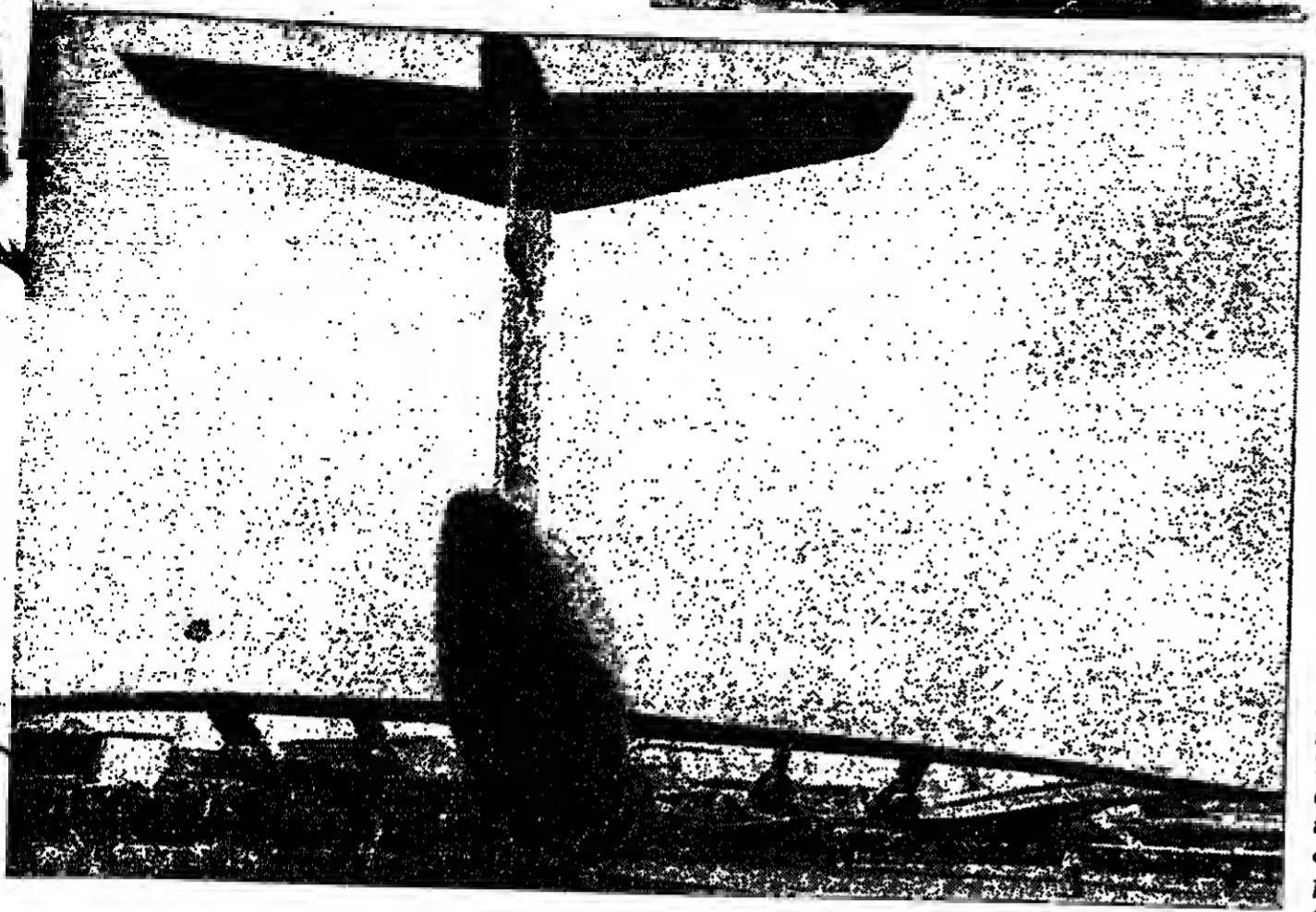
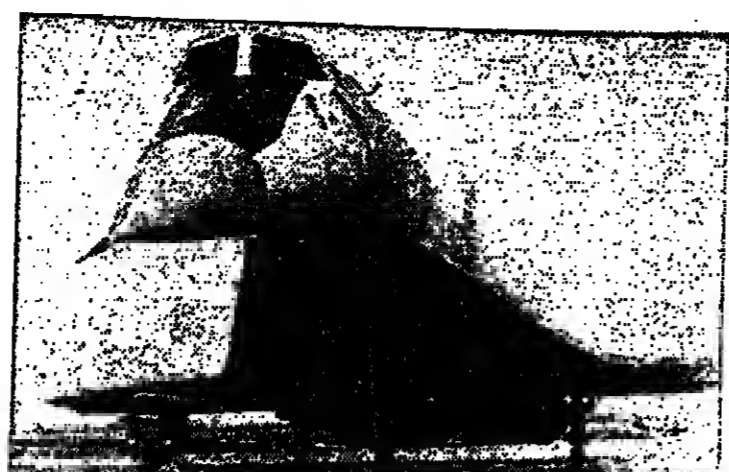
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مكتبة الأصيل



By S. T. Kantin

PARIS—The heavy artillery at this year's show has been provided by the Soviet Union. Just one week after the Senate passed again decided to take the United States out of the super-sonic race, Russia is launching an all-out attack in favor of its Tupolev-144.

The first super-sonic transport plane to be completed, and according to reports from the Soviet Union, the first one to become operational—perhaps later this year, or next—the Tu-144's entry into Paris has been introduced by a well-orchestrated aerospace crescendo.

But the whole Soviet symphony sings out one theme: sales. In a social aside, cosmonaut Pavel Popovich came early to France on a goodwill trip. And he may yet be joined by other Soviet spacemen, who will come all smiles to meet America's astronauts, to see the air show and to show what the Soviet Union is allowing the rest of the world to see.

And what the world can see

Special Report

THE 29th PARIS AIR SHOW

is an exciting space exhibit which includes the back-up vehicles for the Luna-16 shot that brought back samples of moon dust, the back-up vehicle for the Lunokhod, slowly aging but valiantly exploring the moon some six months after it landed on the Sea of Rains, and mock-ups of two Soyuz craft linking in space.

And then, there is also the Tu-144, on the flight line and in two 20 minute exhibitions on June 5 and 6, the MV-12, unquestionably the world's biggest helicopter and the Il-76 a four-jet, long range heavy cargo plane. All three aircraft are being shown in the West for the first time.

Although some Western air industry spokesmen may counter with expressions such as profitability, development costs, military missions and not up to Western standards, the Russians will have captured the imagination of the visitors to the air show. They will also have helped push one message across: the super-sonic transport is a reality.

The American exhibition, reflecting the mood of the United States, appears to have ignored this message.

But the ace in the hole of the sparkling new U.S. pavilion is the rarest of items at the air show—a 2.5 pound chunk of the moon displayed near the Apollo-12 capsule which brought it back to earth in 1967.

As for the U.S. pavilion, it tells the story of what Washington calls the era of the super jet, the wide-body large-capacity planes which are flying today.

flight line is the return of the Breguet 941 STOL transport. Conceived more than a decade ago for French military use, the Breguet 941 can carry ten tons of cargo off a 1,500 foot airstrip and land on a makeshift inner city strip, as it has done in Paris, Brussels and New York. Known in the United States as the McDonnell Douglas 188, the plane, for various reasons—political, financial, or just plain lack of interest—has never gotten off the ground.

But the lack of interest in STOL craft seems to be coming to an end. At a time when Jacques Block, the chief engineer of the Paris Airport Authority, warns that continued development of airports at current requirements would turn the whole of France territory into just one big air platform by the year 2050, Canada has announced that it will open a short take-off and landing line, including an air network system for STOL planes between Toronto and Montreal by next year.

This will be the first STOL link between major cities anywhere in the world. The Canadians will use the 14 passenger Twin Otter that De Havilland of Canada is displaying at Le Bourget.

The number of STOL craft being shown in Paris indicates the growing interest throughout the

world in depolluting airports, airlines and the air. Among the military craft that can take off from short fields is the famed British Harrier, that can even go straight up. Recently purchased by the U.S. Marines, the Harrier, a vertical take-off fighter will be the star of the British display—with, of course, the British participation in the Anglo-French Concorde. (The British-made Concorde 002 has remained in England, to continue its test program.)

West Germany, with its Dornier 328 Skyvan, Spain with the Hispano C-212 Aviocar, France again with the Rallye-Minerva 230, Britain again with the Islander and Trislander, Israel with its Arava, Italy with its G-322 and Switzerland with its Pilatus, are proving that short take-off and landing craft will be, along with the super-sonics, the planes of tomorrow.

Israel, which in addition to its Arava, is displaying its executive aircraft, the Commodore Jet, is a newcomer—as a producer—to the Paris air show. The other neophytes to the world's biggest air display are Japan, displaying its Fuji FA-200, single engine private plane, and the Mitsubishi MU-2, a 14-seat executive craft; Denmark with its Polyjet-3 glider tractor and Yugoslavia with the Galeb-3, a fighter-trainer and the Jastreb-2, a tactical fighter.

Jacques Haillet—ASA press.
Stars of the Paris Air Show—
the Soviet Union's Tupolev-144 super-sonic airliner (top, left) and the U.S.'s C-5A Galaxy cargo-personnel carrier, photographed at Le Bourget.

U.S. Aerospace Industry Sees First Signs of Hope

By Michael Geiler

WASHINGTON (WP)—For the first time in several years, there are signs that business in the ailing U.S. aerospace business may soon get better.

The Nixon administration has asked Congress for more money for defense in the coming fiscal year, the first proposed hike since 1969. And Defense Secretary Melvin Laird, refusing to be intimidated by congressional doves, has repeatedly warned in recent weeks that still more increases may be piled on if the Russians continue the pace of their nuclear weapons build-up.

Though production of military aircraft continues to wind down with the fighting in Vietnam, the new military spending plan launches the Pentagon into development of a half-dozen new types of warplanes which could easily total more than \$3 billion in new orders over the next five to seven years.

Hold the Line

After five years of steady decline from the days when the nation was anxious to get to the moon, the new budget request for

space exploration also seeks to at least hold the line at this year's level of just above \$3 billion.

And there is even the prospect that the country's commercial airlines, which collectively lost \$172 million in 1970 and are still losing money this year, may ride out of their depression in 1972 on the heels of a certain attempt by the White House to restore confidence to the economy as a whole in an election year.

Despite these signs, however, company executives are taking nothing for granted. The amazing reversal that the once highly valued aerospace industry has suffered in the past three years has made sceptics of many of the men in the boardrooms.

Their scepticism reflects mostly a realization that the mood of the country has shifted along with the fortunes of their industry, and that the forces in Congress reflecting that shift are now more numerous, articulate and well organized than ever before.

The country has grown weary of war, suspicious of its erstwhile god of technology, and largely disinterested in the moon and beyond. Even rock-ribbed, conservative Middle America seems to have been staggered by the enormous costs of modern day war machinery.

No Longer Routine

Thus, while the Pentagon is pressing to modernize the U.S. arsenal with new planes and missiles long delayed because of Vietnam expenses, the passage of those plans through Congress is no longer routine.

Sen. William Proxmire, D., Wis., the Pentagon's number one nemesis and leader of the successful rebellion in Congress against the super-sonic transport, views the Senate's anti-SST vote earlier this year as a landmark: dramatic proof that public opinion can be aroused and focused to veto big projects which have strong administration and financial backing.

This year, Sen. Proxmire heads no the Defense Committee of the Members of Congress for Peace through Law (MCPFL), a bi-partisan coalition of 115 senators and representatives bound together in opposition to a number of Pentagon projects.

The MCPFL plans an assault on 14 different military projects in the coming months while the new military budget is still on Capitol Hill.

Their opening shot came early this month and recommended killing the Air Force's top priority, \$11 billion project to build a fleet of new B-1 manned bombers to replace the aging B-52s. The MCPFL claimed the bomber may play no role at all in nuclear deterrence in the 1980s and beyond, and that even if it were needed a different kind of plane would be a better bet.

The group claimed the real costs would be more than \$20 billion since a decision to build a new bomber would eventually mean a commitment to build a new fleet of jet aerial refueling planes as well.

The second MCPFL blast a week later was aimed at cancellation of the Navy's \$8 billion F-14 jet fighter project, already experiencing big cost overruns, and the Air Force's only slightly less expensive F-15 fighter. If the

With Splashy Display

Russia Prepares Broad Expansion

By Axel Krause

PARIS—“We may still be newcomers to the international business, but we definitely have a program and it definitely expansion on a worldwide scale.”

Alexander Besedin, head of the new international division and board member of the Soviet Union's Ministry of Aviation Industry, summed up emerging plans of the Soviet Union's aviation industry during a recent visit to Paris.

“We have many problems, including building new airports and certifying our aircraft for international flight,” he said. “But we are determined to solve them.”

“The plan to make the aviation industry a power—nobody in the aviation construction is a long way to go. As far as a few years ago, could justifiably criticize passenger aircraft as being heavy, noisy, militarily in design, and totally for almost any outside where economy, comfort and standards count.”

“I've heard complaints about spare parts and maintenance, and moreover, were justifiably criticized by Soviet airlines, returned to buy Soviet aircraft, although traditional Russians have always had an impressive display at the air show.”

“The occasion of the 1971 Paris Air Show, offering the international aerospace industry a shop window to the world, presents a timely opportunity to focus attention on the future development of international civil air transport and its impact on the manufacturing industry.”

It is clear that the future prosperity and success of the civil aircraft and equipment manufacturers will depend heavily on the parallel economic health and successful development of the airline industry, and particularly on the scheduled airlines which comprise the major market for a wide range of these products.

Russia's aviation sales organization, recently said: “We plan bringing it to Paris, but that one is the object of our present commercial efforts.”

He pointed to a nearby model of the Yak-40, the short-haul passenger trijet, which for several years has been a Soviet standout at previous Paris air shows. Not only is it beginning to sell in the West, however, but the export drive is revealing lots about the Avionepart drive sales and backup technical capability—being spurred by the need for hard, convertible Western currencies.

And the lessons now being learned with the Yak-40 will be applied increasingly to promotion and efforts to sell the Tu-144 in Western markets over the next few years.

Last year, three Yaks were sold to Aeroflot, an Italian feeder line and which is also franchised to sell the small, sturdy heavily powered passenger jet in the West. Pending official certification proceeding, a West German group has options to buy eight; the French plan buying three, as many airlines around

IATA Director Tells Airlines:

Cut Costs to Surmount Current Squeeze

The 107 member airlines of the International Air Transport Association are currently operating a fleet of over 4,000 aircraft (85 percent jet-powered) and have invested many millions in ancillary airborne and ground equipment. IATA forecasts show an estimated \$30 billion capital investment planned by these airlines alone in the period 1970-1974 for further equipment and facilities toward supporting the expansion required to handle the huge volumes of passengers and cargo projected through the 1970s.

The ability to fulfill this massive investment program will depend on the airlines' economic position and the longer-term basic profitability of their operations. Failure to achieve this objective could result in a slowing down of procurement or, at worst, cancellation of orders. In contemporary jargon, this means simply that if the airlines “hurt,” then the manufacturing industry can expect to share the pain.

Over the last two decades, the civil air transport industry has continued to demonstrate a dynamic development pattern, and the future growth potential to meet the burgeoning public demand is immense.

Although some individual airlines are reporting continued, albeit generally reduced, profit positions, it is common knowledge that the industry as a whole is currently passing through a down-swing in its traditional financial health cycle, compounded by the recent parallel difficulties and restrictions in the general economy.

World scheduled traffic increased 15 percent in terms of revenue ton-kilometers performed in 1970 (\$2.17 billion), while total operating revenues increased by 11.8 percent (\$18.02 billion). But operating expenses increased by 11.9 percent and total worldwide gross operating profit for the industry remained at the 5.5 percent level (\$989 million).

U.S. Aerospace Industry Sees First Signs of Hope

Final net profit for the year, after non-operating items such as interest charges, income taxes, retirement of property, etc., will be at a much lower and marginal level. If this position is allowed to continue, in the long term it will be difficult to support either the provision of internal capital or generation of external loans for the necessary investment commitments.

Unit Costs and Load Factors

In general terms, the airlines' present disappointing financial trends can be attributed to low profitability deriving from the inter-relationship of shrinking revenue yields, unsatisfactory average annual load factors and the bottoming out of the earlier downward curve in unit costs.

This situation, arising at a period of peak re-equipment program of new fleets of wide-bodied jets such as the Boeing 747s, DC-10s, L-1011s and A-300s and possibly SSTs, must also be considered against the present background of spiraling inflation in external costs for equipment, services, wages, fuel, airport/navigation user charges and environmental problems to which the airlines are subjected but over which they have little or no control.

During the 1960s, the introduction of more efficient jet aircraft and other measures to improve efficiency provided a reduction in unit costs, allowing the marketing of lower normal and special promotional passenger fares and cargo rates to fill the increased capacity produced. These tariff reductions and the increasing percentage of traffic moving at the lower fares and rates produced a decline in average revenue yields.

The downward trend in average unit costs bottomed out a few years ago and there is now an upward movement. The cost benefits of the more efficient high-capacity aircraft are at present

U.S. Pavilion Has Moon Rock, Apollo, Super Jets but No SST

PARIS (UPI)—The United States has built a \$600,000 permanent pavilion at the Paris Air Show, dedicated this year to the Era of the Super Jet, with many a display of the still controversial super-sonic transport.

Lacking this view into the future, the Commerce Department, which sponsors the pavilion, offers an excellent presentation of the past and present. The super jet, that is in current Washington parlance, the wide-body, high-capacity aircraft, shares the spotlight of the three circular structures making up the U.S. pavilion with a Visit—the U.S.A. promotion and the results of two years of moon exploration.

For the businessman interested in dealing with any of the 77 booths representing 168 U.S. companies, a central core of the main building has been devoted to showing in 63 company booths a variety of U.S. aircraft or aircraft industry-linked products from specialized metals to anti-hijack devices.

Hard Sell

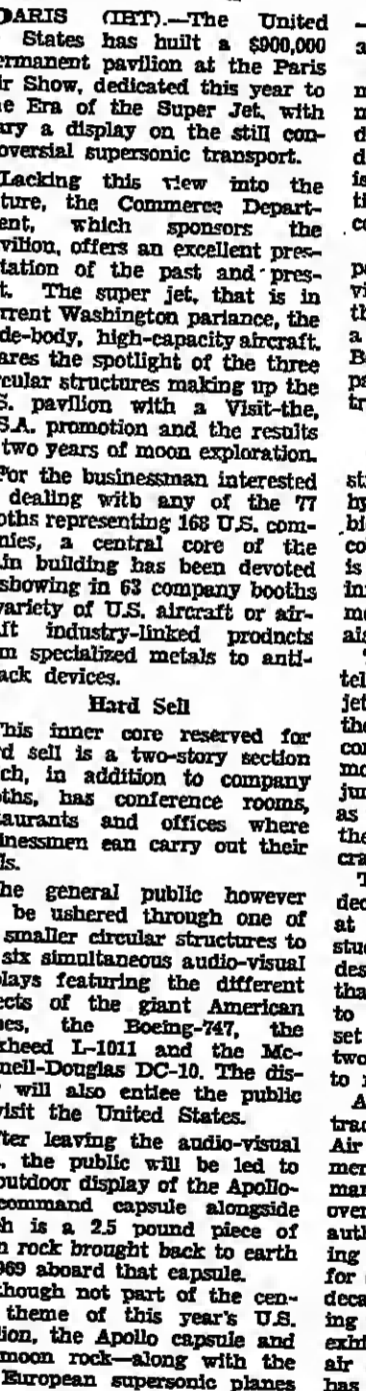
This inner core reserved for hard sell is a two-story section which, in addition to company booths, has conference rooms, restaurants and offices where businessmen can carry out their deals.

The general public however will be ushered through one of the smaller circular structures to see six simultaneous audio-visual displays featuring the different aspects of the giant American planes: the Boeing-747, the Lockheed L-1011 and the McDonnell-Douglas DC-10. The display will also entice the public to visit the United States.

After leaving the audio-visual area, the public will be led to the outdoor display of the Apollo-12 command capsule alongside which is a 2.5 pound piece of moon rock brought back to earth in 1969 aboard that capsule.

Although not part of the central theme of this year's U.S. pavilion, the Apollo capsule and the moon rock—along with the two European super-sonic planes

Plan of the Air Show



Five Days at Le Bourget

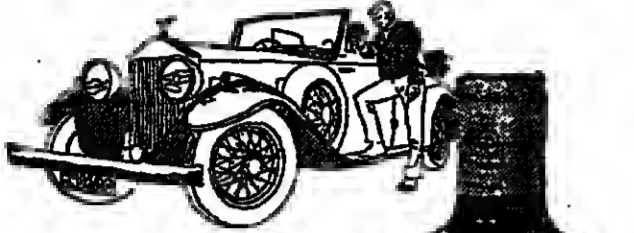
The world's two super-sonic transports, the biggest jetliner and the biggest man-made object-to-fly will be shown at Le Bourget on the flight demonstration days, S. Thursday, Italian Fiat 91s and French Magisters cutting up the sky with aerobatics and polluting the air to the delight of the traditionally heavy air parade crowds.

Before public pleasure there will be several hard private business; after yesterday's press and inauguration, each with its special theme:

Monday, May 28—Opening day.
Tuesday, May 29—Stamp Collectors and Air and Space.
Wednesday, May 30—Private and Business Aviation.
Thursday, May 31—Ambulance Aviation.
Friday, June 1—Electronics.
Saturday, June 2—Equipment.
Sunday, June 3—Rotocraft, High Tensile Steels.
Monday, June 4—Day reserved for foreign missions and flights. Admission by invitation only or at a special rate.
Tuesday, June 5—International flight demonstrations.
Wednesday, June 6—International air parade (six hours of show).

The show will be reserved for specialists only every day from 10 a.m. to 1 p.m., except on weekends and holidays. Entrance price: from May 28 to June 3—4 francs. Friday, June 4—5 francs. June 5 and 6—8 francs; special enclosure rates; Stand, Terrace—40 francs.

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Bonn's Industry Gets Ready To Play Larger World Role

By Hans J. Stueck

BONN (NYT)—West Germany's small but ingenious aircraft industry—39,500 employees and an annual turnover of \$640 million in 1970—is finally bracing itself for a larger role in the international airline business.

After years of hard toil and remarkable, though unprofitable, successes the industry brought out West Germany's first passenger jet airliner, the VFW-614.

The VFW-614, powered by two Anglo-French-built Rolls-Royce-SNECMA engines has attracted to date 29 orders and options from airlines in Argentina, Denmark, Yemen, the Philippines and West Germany. Delivery of the plane is to start before the beginning of 1972.

The plane was developed by Vereinigte Flugtechnische Werke, West Germany's second-largest plane maker, which merged with the Netherlands' Fokker company in 1969.

VFW states its sales hopes for the \$245 million intercity jetliner on thorough market investigations which have shown that 400 airlines in the world need between 1,200 and 1,400 jet-powered feeder aircraft within the coming decade. The company said it hoped to clinch at least 400 of these orders. The break-even point on the \$430 million VFW-614 program is estimated at 175 planes sold.

Laying claim to being the world's smallest jet airliner to date, the VFW-614 can carry a maximum of 44 passengers or four tons of cargo over a distance of 415 miles, a handy range to connect major metropolitan airports in central and Western Europe.

The VFW-614 is not on display in Paris. The high hopes of West Ger-

man plane manufacturers—the Dornier works' twin-engine STOL Skyserver executive plane is selling like hot cakes with more than 180 orders—contrast sharply with the gloomy outlook for commercial use of West Germany's VTOL work.

Although Bonn's Defense Ministry has so far spent an estimated \$400 million on the development of VTOL aircraft, notably the DO-31 by Dornier, a government-appointed expert commission recommended last month the indefinite postponement of a long-expected government order for a civilian VTOL transport modelled after the DO-31.

In connection with NATO's switch from a strategy of nuclear deterrence to one of flexible response with a high nuclear threshold, the Defense Ministry virtually stopped two other VTOL projects after they reached the prototype stage—the Messerschmitt-built VJ-101, the world's first VTOL aircraft that reached supersonic speed, and VFW-Fokker's VAK-191, an experimental strike fighter which serves as an experimental carrier under a three-nation project to develop a short take-off and landing multi-role combat aircraft, MRCA.

Another project in the field of military aviation links West Germany's Dornier company with the French Dassault-Breguet group. This program was initiated in 1969 to develop a jet trainer, the Alpha Jet for the French and West German air forces. Right now, the two companies are embarking on the prototype phase.

Considering its notable achievements, the Paris exhibit of the West German aircraft industry is rather low-keyed.



AIRBUS—The Lockheed L-1011 TriStar, powered by three Rolls-Royce RB-211 engines.

Wide-Body Airbus Comes in Three Versions

PARIS—Three very similar, very new airliners are being presented at the air show, but they will have come here in very different states of readiness.

The McDonnell Douglas DC-10, which will be flown in Wednesday bearing its builder's colors, is scheduled to enter regular airline service later this year; the Lockheed L-1011 TriStar due Monday will be brought in under the power of the much troubled Rolls-Royce RB-211 engines and its entry into regular service has been delayed until that trouble—development, financial, production—is solved. The European A-300B Airbus is shown in a full-size mock-up with the promise of a first flight next year and service by 1974.

But there are more similarities among the planes than dif-

ferences. All three belong to the current high-capacity aircraft generation.

The first models of the two American planes can carry about the same number of passengers—about 270—have similar ranges, that is 3,600 miles. The European Airbus, built by a consortium of French, West German and English firms, can transport up to 350 passengers but will limit itself to a range of 2,000 miles.

Similar Missions

Their missions are also very much alike: that is carry the largest number of passengers at one time in order to decongest airports, reduce the direct operating costs of airlines, thus making each flight more profitable (the jumbo Boeings have managed one of the lowest seat-mile costs of any aircraft) and eventually be able to reduce fares, and cut down on noise and air pollution.

The question may soon arise whether there is enough room on the airliner market for all three planes. The British government, which canceled plans to build a competitive English Airbus, the BAC-311, last year, demurred, for among other reasons, fear of too stiff competition.

Huge Potential

Yet the firms are going strong, producing and developing their planes for what they believe is a huge market potential.

The builders of the Airbus say that there is a market for 1,100 aircraft of the type of the A-300B up to 1980. They carefully specify that their craft is a short-to-medium range Airbus, being designed for routes such as are most common in Europe. And they insist that they are not in competition with the larger-capacity, longer-range U.S. trijets.

The Airbus builders believe they can capture at least half of the world Airbus market with their plane and see the break-even point of development and production being reached somewhere around the 200th plane.

They admit, however, that they have no firm commitments from airlines to buy any A-300Bs, although they have received letters of intention to buy 35 to 40 of their planes.

McDonnell Douglas has sold its DC-10 to 19 airlines, including nine in Europe, where they may be used on routes where the Boeing jumbo is not as profitable as expected. The early delivery date of the DC-10 is also likely

to give it an edge where competition is sharpest.

Lockheed has announced the sale of 178 TriStars to nine airlines, none of which is European and it has promised to start delivery as of 1974. Lockheed estimates the total Airbus market at 1,400 airplanes, of which it believes each builder can get a fair share.

One Too Many

"Among the three, there may be one too many," an official for one of the Airbus manufacturers said. However, he felt confident that the market will expand to find room for all of them.

Politics may also play a part in helping airlines choose an Airbus. The European governments which are guaranteeing loans to pay the \$480 million needed to develop the Airbus, will not fail to coax their national airlines to preferring the European venture, at least on the shorter routes.

And although further delays in the production of the Rolls engine may affect the normal commercial success of the TriStar, the British are likely to have too strong an interest in the financial health of their major engine manufacturer to look beyond the Lockheed plane.

West Germany is leading customer to parts in the first of the United States customers for British parts.

Israel Comes to Paris Show As Producer for First Time

PARIS—LONG one of the more interested buyers, Israel has come to the Paris Air Show this year for the first time as a aircraft producer seeking a market.

Two planes of its production are being shown, on its stand: the U.S. designed, but Israeli refined and built Commodore Jet 1123 and the all Israeli-conceived STOL cargo plane, the Arava.

The Commodore Jet is a ten-seat executive aircraft originally developed by the North American Rockwell Co. Israeli Aircraft Industries bought the Commodore Jet production facilities and licenses from the U.S. firm in 1967 when North American decided to abandon its light executive jet program.

The plane was then designated as the 1121, of which Israeli Aircraft Industries has built more than 40 units. However, Israeli engineers have since then developed a larger model, the 1123, a roomier plane which is scheduled to go into production this year at the rate of two per month. The

Britain T Giant Ste Into Euro

PARIS—Britain's is proving at Le: politics or not, it is giant; step into Euro

Outstanding among hints presented by 100 British firms—equipment to advance— are the product of international, par

ropean, cooperation could supplant the British Aircraft is building with Fr aptitude; the Jagt trainer developed w/ firm Breguet; the E bus, A-300 B, w/ Hawker-Siddeley is with French and G; the British-Germ Multi-Role Combat Westland's Lynx J Westland-Aerospa

In addition, there are areas in missile development and st tion in which Britis played and are conti an important role al ous European part; least of these is th is continuing to be financially-troubled still Europe's prin builder, and a maj power plants for E tary and civilian al

Notwithstanding difficulties of one sectors, the British industry remains a y the economy which 000 persons and w exported some \$70 of aircraft, engine and other aerospace

British industry optimistic about as at the show. This been raised by the figures for the reorg Rollis-Royce—a maj; the first quarter of last \$17,225,200, crease of \$506,400 period last year.

West Germany is leading customer to parts in the first of the United States customers for British parts.

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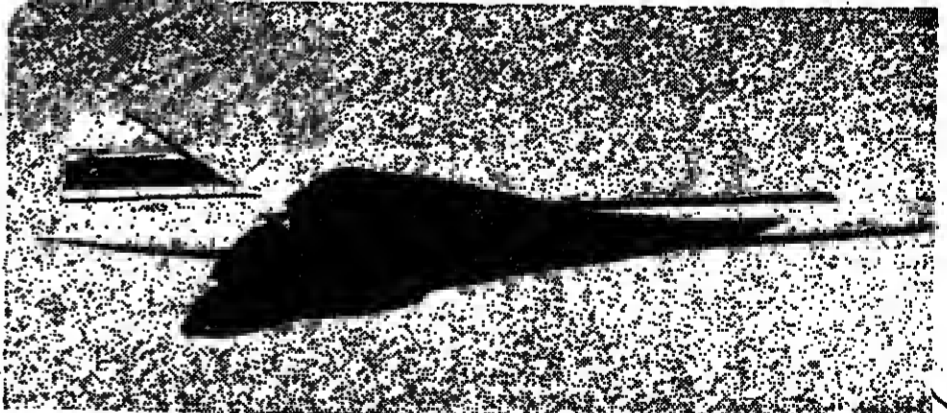
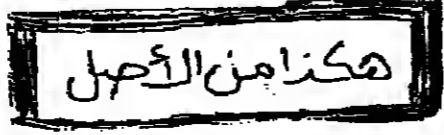


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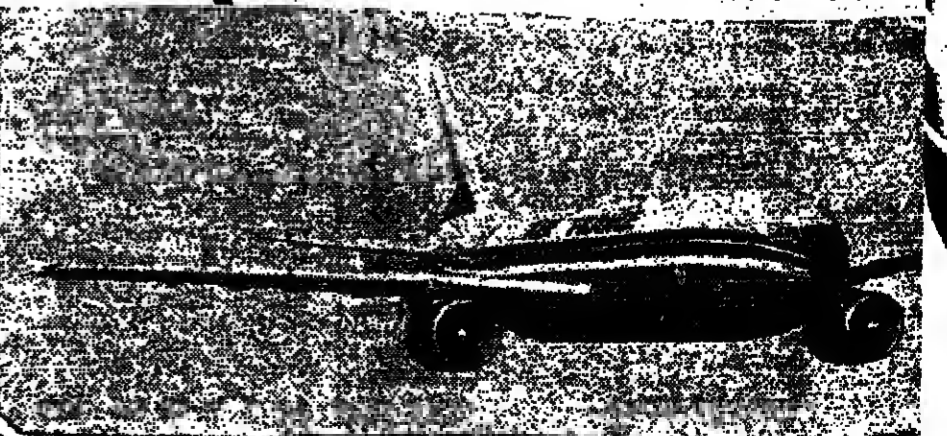


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CONCORDE
Designed and built by AEROSPATIALE and BRITISH AIRCRAFT CO. MACH 2-Four-Jet Advanced Airliner.

LARGEST AEROSPACE COMPANY - 42,000 EMPLOYEES
37 BLD. DE MONTMORENCY, PARIS-16c

A-300 B built by AEROSPATIALE in coo DEUTSCHE AIRBUS-HAWKER SIDDELEY-FC
• The new generation Twin-Jet
• Fuselage of large dimensions
• Advanced design engines, with a high by
• Freight Containers interchangeable with Boeing-747, Douglas DC 10 and Lockheed



The West's Only SST

Concorde Displayed in Gleaning Controversy

PARIS.—Confirming the words of French President Georges Pompidou, "Concorde is here, as anyone can see."

The West's first supersonic transport is at the Paris air show—following a test flight to near which is the equivalent of North Atlantic run—supported by the assurance that the French government will spend all the money necessary to bring the Anglo-French Concorde project a successful start.

When Mr. Pompidou became a first head of state to fly at the speed of sound as he waded through the Concorde earlier this month, he did not add a page to the book opened when Spain's royal Alphonso XIII took to the air on Wright's flying machine some 60 years ago.

France's vacillating British partners, and politicians on both sides of the Atlantic that the age supersonic transportation had begun.

Mr. Pompidou said many technical and commercial problems had to be overcome. Technically, the plane is a success, he said, adding that he was confident that the commercial program would be solved. The bet is taken and will be kept, Mr. Pompidou said.

Nevertheless, in an aside probably aimed at American interests, he declared that the Concorde program is prepared to take on her associates in the development of the West's SST.

The technical problems, which Mr. Pompidou said had been solved, were numerous. They consisted of building a commercially viable aircraft capable of doing what no military plane—no commercial restrictions—is yet able to do, that is, carry a 4,000-pound payload at more than 1,300 mph on the world's busiest air route, the North Atlantic.

After nearly a decade of cooperation, the French Aerospatiale company, and its British partner, the British Aircraft Corp., have produced the prototypes of a plane that was immediately touted as being an arch-pole of the atmosphere, a financial "Dienbienphu" and a commercial disaster.

The builders of Concorde lost a lot of time in counterattacking, Henri Ziegler, President of Aerospatiale, replied that pollution through smoke was an insignificant factor compared to the noise of automobiles and industries.

Running Away The plane's noise pollution is effectively being attacked on both fronts, the sonic boom and engine noise. The sonic boom, Ziegler said, is a little known phenomenon, that is being dealt with in the most discreet way, by tuning away while studying means of avoiding the boom. Concorde would fly at supersonic speeds only over oceans or desert areas. In any case, Mr. Ziegler said, this is part of the Concorde mission. Since it is meant primarily as a link between distant places.

As for engine noise, the present turbojet engines, which will be improved on the production models, are slightly less noisy in these of present subsonic aircraft on landing approach. It is as noisy on take-off and slightly more noisy on level flight, Ziegler said.

The supersonic plane's financial and commercial battles have been harder to fare. Although President Pompidou said in Toulouse that the French and British partners knew well a decade ago that their original estimates of \$1 billion for development of a plane that would cost 1 million per unit were to be left below the final figure, the odds were somewhat on a shock development has topped the \$2 billion mark—divided evenly between England and France, but especially heavy for financially depressed Britain—and the plane's selling price has now been set at \$27 million. Slightly more than the Boeing-747.

The cost of developing an aircraft is usually set off against the number of planes sold and the cost of the plane is largely based on the number of units expected to be sold. There can be no such commercial thinking for Concorde.

No Commitments Only 16 airlines have so far taken options for 74 Concordes, and none yet has turned an option into a firm commitment. The plane's builders have stated publicly that there may be a market for 150 to 300 Concordes although they refuse to state at what point they would start making a profit, if ever, on the plane.

Most likely, the attitude of the builders and the governments involved (the French partner, Aerospatiale is a state-owned firm) will probably be that explained by Marcel Dassault, a few months ago.

Mr. Dassault, a legendary figure among aircraft builders, whose Mirage fighters equip the French Air Force, has been very close to the government on aircraft matters. In a press conference in defense of the Concorde, Mr. Dassault declared that progress in this field depended on the government's willingness to absorb the development costs. Although the progress he was referring to was the development of a super or second generation Concorde, it was clear that Mr. Dassault also had the present plane in mind.

The importance of developing supersonic transport is not restricted to the prestige attached but to fulfill what Mr. Pompidou called the "vocation" of France and Britain, two pioneers of aviation, as well as to keep the aircraft industries of the two nations busy.

Continuation of the Concorde program would be the only current way of keeping them busy by giving French and British aircraft industries a lead of several years over their only real potential competitor, the U.S. aircraft industry.

When the United States finally accepts to build an SST, the market may be split up as Mr. Dassault said he had once suggested; American industry will concern itself with long-range supersonic planes while leaving

the medium-range market to Europe. The commercial operation of the plane remains a big mystery that will be solved only after 1974, the year the Concorde enters airline service. Aerospatiale has declared that the Concorde could be operated profitably with 128 passengers on board paying a fare 25 percent higher than the present tourist class fare across the North Atlantic. That is less than the current first class fare.

Aerospatiale says that at that rate, a flight with only 60 passengers on board out of a 128 passenger-configuration plane would still break even. The French company claims that it would have no trouble filling the planes however, since the Concorde would present the major flight luxury, discrimination by speed. And it points out by comparison that all high-speed trains in Europe are money-makers despite their higher fares.

All the present first class traffic, that is 10 percent of the total market, would transfer to Concorde, plus an additional 15 percent of the tourist market. Aerospatiale says its studies have shown.

But the airlines are not likely to court economic trouble, and they will probably withhold their firm commitments to buy the plane until the figures on commercial operation turn out to be what they expected.

However, as past experience has shown, the big companies will certainly succumb to competition. Only a major disaster—economic or other—will restrict the Concorde to the French and British national airlines.

Stewart G. Long, International Vice-President of Trans World Airlines—which holds options for six Concordes—declared in Paris earlier this year.

"... Whether the present version of the Concorde proves economic, whether it will take a second generation Concorde, or another SST, you will be fastening your seat belts and traveling at speeds of 1,300 to 1,400 miles an hour within the next three years. And in the 1980s, you are likely to travel in ultra-sonic aircraft at speeds up to 2,500 miles an hour."

Even some of the traditionally hawkish congressional committees have gone in for Pentagon-watching more intensively than ever before.

The Senate Armed Services Committee under chairman John C. Stennis, D., Miss., is investigating Air Force assertions that U.S. defenses against Russian bombers need to be improved and that

three different planes are needed for the Army, Air Force and Marines to provide close air support of ground troops.

At stake in the bomber defense debate are plans to build a \$2 billion-plus fleet of new radar- and computer-packed early warning planes. Hanging in the balance in the argument over close air support are similarly expensive plans for the Cheyenne helicopter, the AK attack plane and the British-built Harrier jet.

Other factors add to the uncertainty surrounding the Pentagon's shopping list. While the arms race seems to be heating up rather than slowing, it is conceivable that the current deadlock at SALT could be broken and the two superpowers agree to limit some of their weaponry.

This could cut down on projects like the \$10 billion Safeguard ABM and the new bomber fleet.

As for production of commercial airliners, the top manufacturing officials admit that the picture on new orders still looks grim. The airlines continue losing money at a record clip.

Until a general economic upswing brings a return en masse of the fly-now-pay-later vacationer, the prospect for stepped up production remains dismal. Several airlines have already slipped some delivery dates and options for their new Boeing-747s, McDonnell-Douglas DC-10s and Lockheed L-1011s.

Though the production backlog for these craft is still impressively high—about \$9 billion—that figure is somewhat deceptive, too, in that it reflects sales made in 1968 and 1969 before things really went sour. In other words, the backlog is sure to slip for a few more years.

Finally, the highly touted idea of a few years ago that big defense contractors could somehow successfully beat their swords into plowshares and turn a profit in other commercial or social programs remains a mirage.

State of Health That the aerospace industry has suffered some hammer blows in recent years is clear, but the industry remains so large and complex that measuring its real state of health is difficult.

For example, by the end of this year the Aerospace Industries Association estimates that sales will have dropped \$5.5 billion since the peak year of 1968. But that still leaves annual sales of \$23.5 billion a year, not a trifling amount.

Similarly, the industry will have laid off about half a million workers; but with a million employees remaining, aerospace is still the largest U.S. manufacturing employer.

And, it appears that those laid off are bearing the brunt of the industry's recession. Aside from the well publicized financial plight of the biggest of all contractors—Lockheed—the other top half dozen aircraft manufacturers remain in the black, though profits as a percent of sales are down.

The Pentagon has managed to spread its new plane contracts around so that only General Dynamics and LTV as yet have no follow-up business in sight. But there is always the space program.

Furthermore, the Defense Department is about to start a new project which will pump about \$100 million a year into the industry to keep designers working on new aircraft ideas.

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BIGGEST CHOPPER—The Soviet Union's V-12 helicopter, which set a world record by lifting 40 tons at an altitude of 2,000 meters. Powered by four turbines developing 26,000 horsepower, the V-12 can fly at a top speed of more than 160 mph.

U.S. Air Industry Sees First Signs of Hope

(Continued from Page 9) congressional doves have their way, the Navy's P-14 will be eliminated.

Just a few years ago, such criticism would have been quickly written off. But today more people at least are willing to listen. And the Pentagon, in the last six months, has lost two of its most powerful supporters and committee chairman in Congress with the deaths of Sen. Richard Russell, of Georgia and Rep. L. Mendel Rivers, of South Carolina.

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Northrop Offers U.S. Allies Part in Developing Warplane

PARIS.—The Northrop corporation is displaying a scale model of a fighter plane, which is the core of what it claims to be a new kind of commercial cooperation development project for military aircraft.

Called the P-530 Cobra, the twin-jet fighter was designed by Northrop to help meet the needs of U.S. Allied air forces for the 1975-1990 period. The plane's performance and capabilities were decided upon, according to Northrop, after exhaustive consultation with at least 20 European countries, Canada and Australia.

Knowing these countries' needs, Northrop went on to design the Cobra, which it says is a satisfactory compromise between the varying requirements. Thus, rather than attempting to sell an airplane designed for U.S. Air Force missions and refitted for Europeans, or designing an airplane by committee—which has proved costly to those who have tried it—Northrop has tailor-cut a plane which it says will fill most needs of most of the air forces consulted.

Individual Needs Thus, individual European nations which cannot afford to build their own aircraft—best suited for their own particular needs—will be able to obtain a warplane designed with at least some of its particular requirements in mind.

Furthermore, Northrop is attempting to seek the aid of a number of these countries to further develop as well as build the Cobra. Italy, Australia, Canada and Holland have been consulted on the project and Holland has promised a decision this summer.

The multi-nation involvement, Northrop says, would enable the countries participating in the project to develop their own advanced technical capabilities, as

well as to offset some of the total cost of the planes acquired by producing parts for the aircraft.

Northrop insists that the Cobra was studied not only to fit the military requirements of the nations involved, but also their financial and industrial capacity. This is the first time an American company has sought to develop a military airplane with foreign commercial and technical aid, the company says.

Northrop believes that there will be a market for about 3,000 "air superiority" type, high-quality fighter planes among the United States' allies in the 1975-1990 period. It hopes that the Cobra will be able to capture one-third of that market.

The Los Angeles-based Northrop Corp. has invested approximately \$30 million in the project since 1966—including more than 600,000 engineering man-hours and 3,000 wind-tunnel hours.

If there is a positive response "soon" from the countries with which it is discussing the project, Northrop can have two prototypes of the Cobra flying by 1973, it claims.

Each Cobra, assuming 750 are built, will cost between \$2.5 and \$3 million, it is estimated. The minimum sale for undertaking the program would be 400 fighters.

The Cobra will fly at twice the speed of sound and its acceleration and its rate of climb and turn will make it more than a match for any Soviet fighter in air-to-air combat. Its fighting ability will be 30 to 40 percent better than any aircraft flying today, Northrop claims.

Named for the famed, Cobra-like curve of its wing leading-edge extensions, the plane will be extremely versatile, able to give close support to ground troops as well as carrying out its primary role of maintaining superiority in the air.

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Sweden Offers Warplanes for Pacifists

PARIS.—Sweden is presenting four types of aircraft at the Paris salon, three of which are military planes it hopes to sell to countries that will not need them.

The four-plane participation is the largest by Sweden at any international air show. It includes the SAAB-Scania 37, Viggen, the SAAB 38 Draken, the SAAB 105 twin-jet trainer and the SAAB-MFT 15, a light piston-engine multipurpose aircraft which was used to fly aid missions to Biafra during the Nigerian civil war.

Sweden, a professionally neutral country of eight million, undertook to build its own warplanes during World War II when it found that the conflict prevented it from buying planes for its own protection from its traditional foreign sources.

In addition, the planes which have been made available since the end of the war were designed for other markets, other countries

and other missions than those which Sweden would be faced with. Swedish authorities say that to adapt foreign airplanes to Swedish needs would raise the cost of the aircraft to far more than the unit cost of the Swedish-designed and built plane.

Since then, and despite the high cost for such a small country, Sweden has designed and built more than 30 types of aircraft. Yet, design and construction of modern warplanes is a costly affair—some \$500 million for development of the Draken alone—and Sweden has been seeking foreign markets for its products.

Sweden's requirements are the image of the country. Since Stockholm has no aggressive intentions, Swedish authorities say, their planes would be needed only for defensive purposes. Thus, limited range, rapid strike qualities, short take-off capabilities so that the planes may be dis-

seminated throughout the country and fly from single-plane airfields and ordinary road strips, all-weather control and particularly, resistance to the extreme cold of the north.

Furthermore, since Sweden professes to refuse to assist in the waging of any war, it has pointedly refrained from selling its warplanes to any nation which would be likely to use them in battle. Thus, one Swedish official said, the ideal purchaser would be a middle African country which would buy equipment designed for use in the far north.

However, such buyers are rare and Sweden has had to settle for countries where the possibilities of conflict are reduced. Thus it has sold its Drakens and 105s to low-risk countries such as Finland, Denmark and Austria. It hopes to equip the Austrian Air Force with its new supersonic Viggen.

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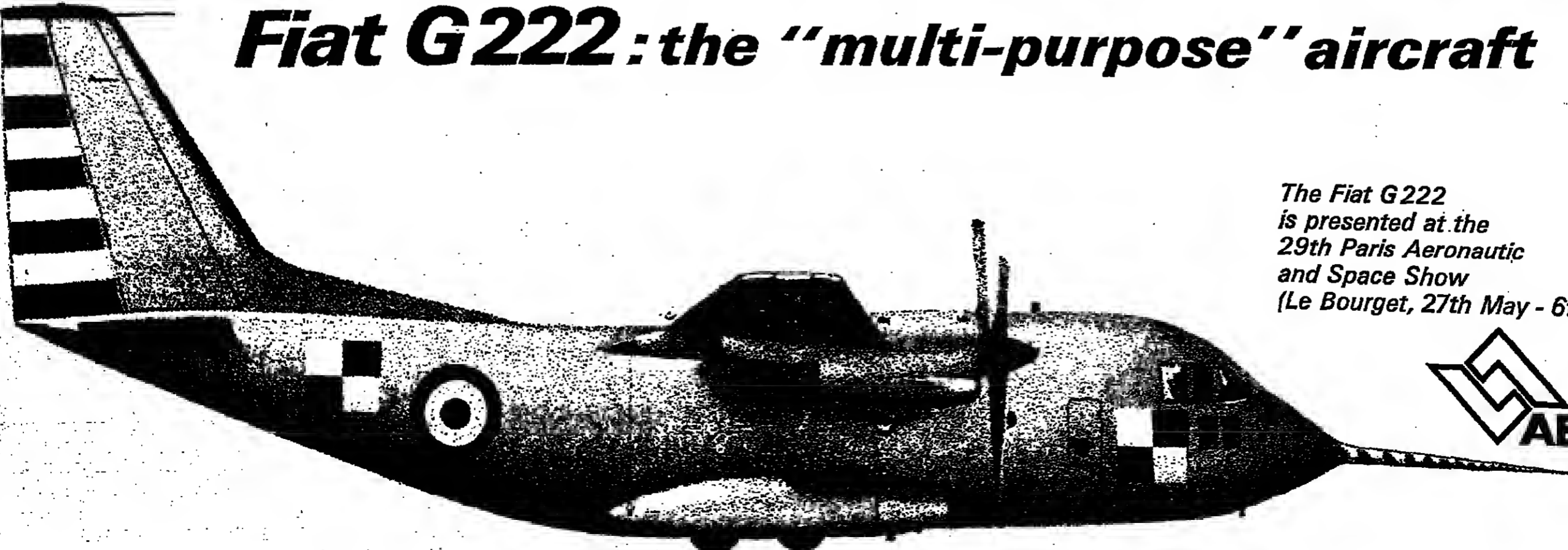
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Fiat G 222: the "multi-purpose" aircraft

FIAT aviazione TURIN (ITALY)

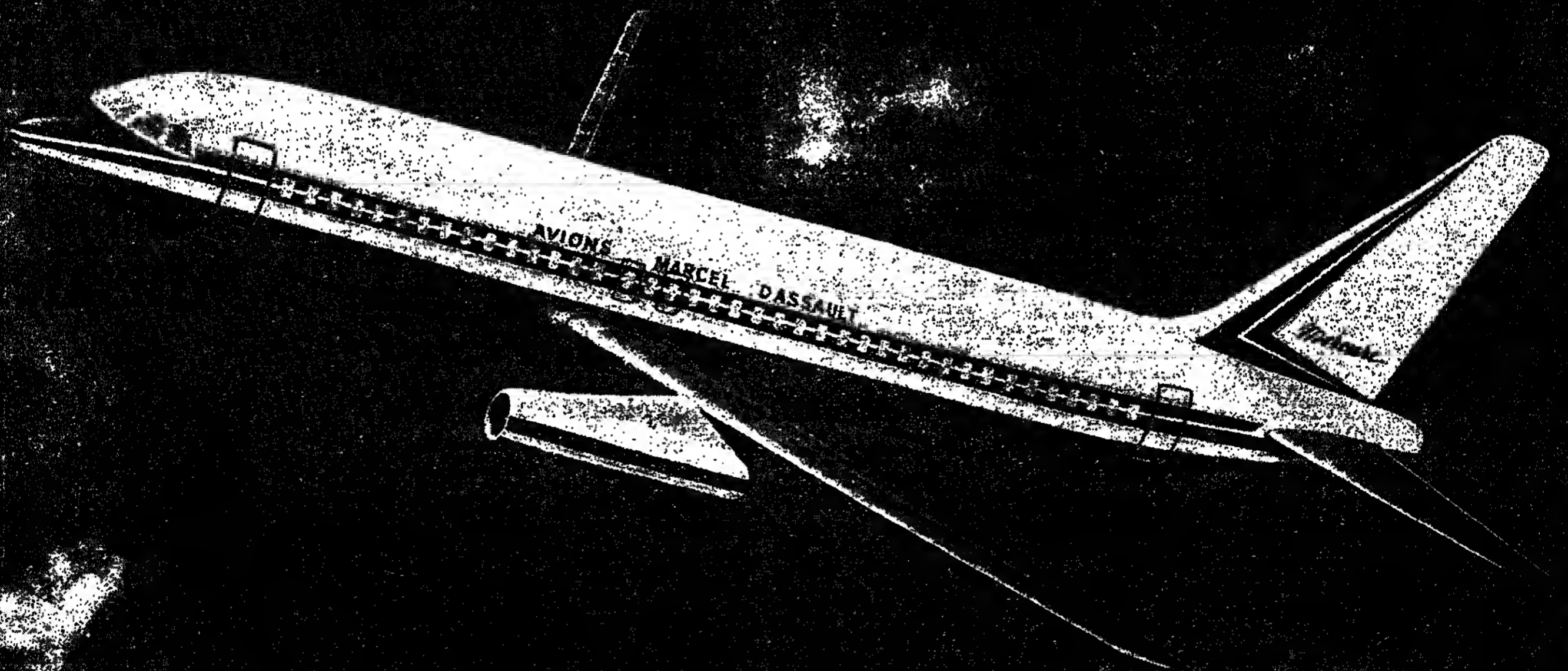


The Fiat G 222 is presented at the 29th Paris Aeronautic and Space Show (Le Bourget, 27th May - 6th June, 1971) by



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THE PLANE OF THE FUTURE
"RAPID INTERNAL NETWORK"

هكذا من الأجل

Airport Expert Warns

Air Travel May Be Expanding Too Fast

By Jacques Block

LONG-range air transportation has been developing rapidly and spectacularly in the last few years to the detriment of sea transportation, indicating that nowadays time is more of a luxury than money.

Airplanes have also replaced old-fashioned, uncomfortable trains on medium distances. However, at the present time, a crisis has set in in the aeronautic world, and airlines as well as aircraft builders and the thousands of persons who work for them are suffering its effects.

Concern for the environment, a respectable goal in itself, is being used by certain lobbies for less respectable purposes; thus, air traffic in New York is at a standstill because of the absence of an indispensable fourth airport; thus, London's third airport is still a project for the future and the supersonic transport appears as an enemy in the United States.

But this crisis did not develop suddenly. There have been many indications that it was to come, and that aviation may have grown too quickly in the last 25 years without sufficient concern for the problems it created.

These problems are expressed by the acronym FAIN, and painful it is indeed. F is for people; too many and too crowded. A is for access; airports are becoming inaccessible. I is for income; there is not enough money to finance proper development, and N is for noise, to which everyone is becoming more hostile.

What then are the factors which will regulate the evolution of air travel in the near future?

First people. Despite the high rate of growth of air travel, only a minute proportion of the world's population has used airplanes. In fact, it is always the same people who fly.

The 360 million or so air passengers in 1969 (including the Soviet Union) really correspond to about 100 million different persons, that is, no more than 3 percent of the world's population. It is even more probable that most flights are filled with "regulars" who account for only some ten million persons, or 3 percent of the world's population. From this point of view air travel has only tapped the very smallest part of the potential market.

Another characteristic of air travel is that it concerns mostly relatively long distances. The average distance for passengers of countries belonging to the International Civil Aviation Organization is about 750 miles. Airplanes have conquered most of the long-distance routes, some medium-

distance routes and very few of the short-distance ones. Here, too, there is a vast potential left untouched.

The situation is similar for air freight. Although air cargo has grown by an average of 17 percent per year since 1947—a very high rate—goods carried by plane still account for only an insignificant tonnage compared to world trade.

The future of air transport is certain to follow the upward swing of the international standard of living, education, activity and culture and become more accessible to larger sections of the world's population.

If airlines show dynamism and aircraft constructors continue to improve their planes, they will continue to find a market. However, the fact that the market exists is not enough; the corresponding demand must also be satisfied.

And this is where a certain number of difficulties may arise, such as the crowding of air space and airports, as well as the financial and social restraints.

Another difficulty exists in the development of airports: where to find the thousands of acres necessary to erect these platforms. A statistical example illustrates this difficulty: if air traffic continues to grow at a rate of 14 percent per year and the rule of 250 acres of airport for each million passengers is to be followed, the whole territory of a country such as France should be covered by airports by about the year 2050.

This conclusion is obviously absurd, for every development bears its own limitations, unless it creates its own changes which can allow it to start on new bases.

Thus, if air transport continues to grow at a high rate, it will necessarily mean that the needs of airports in area per passenger year will be reduced sharply. If this were not the case, then the lack of airports would brake the possibilities for air transport development.

Fortunately, the output of airports tends to grow and other means, such as short and vertical take-off aircraft, are beginning to be introduced, and will undoubtedly be used in future air travel.

There is also the noise problem. And short or vertical take-off aircraft will be considered a real step forward in the expansion of air travel only insofar as their noise levels allow the use of these aircraft close to urban centers.

The builders of airplanes are fully aware of this principal problem; the success of tomorrow's airplanes will depend essentially on their silence.

Finally, air transportation has improved tremendously in the recent past. For example, the

number of fatalities by billions of passenger miles has been reduced in the last 30 years to about five at the present time. It continues to drop and is now several dozen times lower than that of automobile travel.

However, air travel still suffers from one major handicap: irregularity. And the irregularity is due mostly to weather—about which little can be done—and congestion, about which much must be done.

An example of this congestion, and the effect it has on air travel is the London-Paris route. In the last 50 years, despite the constant improvement in flying speed, which has cut the flight time between the two capitals, the city-to-city time has remained the same. All the advantages of flying faster have been lost due to airport congestion and greater inaccessibility of airports.

And this while railroads are working all out to improve their already traditional regularity and to speed up their trains.

Thus, air travel is faced with a series of problems to which it must find solutions if it is not to be limited to only long distances on which its high speed gives it its one unquestionable advantage.



STRAIGHT UP—Canadair's CL-246 transport plane, designed in its civilian version to carry 70 passengers from city vertical short take-off and landing airports.

Cut Costs to Surmount Current Squeeze

(Continued from Page 9)

Major attention, backed by co-operative industry studies within IATA, has been given to market research and analysis of capacity and to development of new types of fares and rating structures to meet both the present and future business and vacation travel and cargo market demands.

Many things can and are being done by the individual airlines to hold the line on those costs over which they have some internal control. Tremendous efforts are being directed toward improved efficiency and cost-effectiveness in a wide variety of areas.

In the external costs area, largely outside the airlines' control, the rapidly increasing user charges and taxes now being levied against the airlines represent a problem which is being tackled by joint industry representation and negotiation. The objective here is not to avoid the legitimate charges, but to ensure that their growth is restrained to a realistic and planned program which would slow sensible economic projections and longer-term stability.

The present phase can probably be considered as one of the typical traditional periods of readjustment and reorganization which is part of the air trans-

port industry's history and future.

The future pattern of operations and fares and rating structures which will finally emerge may not be those which are familiar today, but will be designed to cope with the advancing era of mass transportation.

The potential is already well defined. Domestic and international passenger traffic is expected to expand at an average growth rate of 12 percent a year up to a total of 1,200,000 million passenger-kilometers a year by 1980. In the same period, cargo traffic is expected to climb by an average 20 percent a year up to 66 billion ton-kilometers a year in 1980, and will by about then produce the same annual revenue as passenger traffic.

To achieve this development on a sound basis, international civil aviation will need common understanding and objective planning by the governments, the airport authorities and the airlines alike. It is essential that none of the three elements should be allowed to take special advantages at the expense of the public in this mass travel era.

I must repeat that this is a cyclical but highly resilient industry

At the same time, Canada has chosen the period of the year when the problems of aircraft are being particularly focused upon to announce that next year it will open a regular STOL line between Montreal and Ottawa. This will be the first STOL system put into effect between two major cities anywhere in the world. It will use six 14-passenger Twin Otters.

Silent Engines

STOL planes, as their name indicates, take off and land on short strips, of 1,000 to 1,500 feet compared to much more than a mile for conventional planes. These planes are often fitted with more silent engines to make them apt for flying close to inhabited areas and they can use low-level as yet uncluttered airways.

However, until STOL systems are set up, the current STOL aircraft can be used in their civilian roles only as conventional planes. STOL systems would mean that aircraft, airports, navigational aids, air traffic control and supporting services would be tailored precisely to these planes and would be unhampered by other operations.

City airports for STOL planes are feasible both because they need little room and because they may be relatively inexpensive. According to the Science Council of Canada, a government-supported body which helps develop the goals of national technology, investigations already conducted have shown that STOL airports capable of handling 5 to 10 million passengers annually can be built, complete with runway and all necessary buildings and parking lots in an area of approximately 40 acres, that is, less than 1 percent of the area and at even a smaller fraction of the cost of conventional airports.

STOL Craft Seen Needed As Next Step

PARIS—The STOL plane, considered by aircraft industry and airline experts to be tomorrow's necessary link in air transport development, is poking its practical head through the aura of the more glamorous wide-body and supersonic jets.

A bevy of these Short Take-Off and Landing planes are present at the air show, including France's Bréguet-941, Israel's Arava and Germany's experimental Dornier 38-B.

Canada, which has more STOL aircraft operating throughout the world than any other nation, is displaying its Twin Otter utility plane, Buffalo military transport and the plans for its DEC-7 "Quiet STOL" liner.

Soviet Display Sets Theme For Assault on World Market

(Continued from Page 9)

favorite of Soviet leaders, including premier Alexei Kosygin.

The Soviet SST is going to make some Western aviation circles wince in Paris. To be sure, there have been curtain-raiser in the past few weeks, including full-page colorful ads proclaiming "The Lincobed is out for sale—the TU-144—yes!" It's also been practicing take-offs at Moscow's Sheremetyevo Airport, these past few weeks and earlier this month the SST designer, 63-year-old Andrei Tupolev took a public swipe at the Concorde and indirectly, the Franco-British aviation establishment in declaring "publicity flight is one thing and regular route flights are another."

Perhaps. But the Soviet Union hasn't seriously shown the SST to prospective customers since a splashy inaugural session in Moscow two years ago and there have been many design modifications made since with at least two known prototypes now in operation.

Airline officials here in Moscow have long-standing requests for a look-see, but have made no purchase commitments. "What's the point in talking about it until we can seriously study the actual goods," one official cracked. Most Western observers here count heavily on Soviet officials coming through during Paris Air Show sessions.

Meanwhile, there are clear signs that the Russians are moving rapidly to put the TU-144 into commercial service, starting with Aeroflot. According to well-informed sources, the first production versions probably will be delivered to Aeroflot late this year, or early next year.

The Russians have high hopes of selling the TU-144 to the West too, and will be pushing hard during the air show, even though actual sales to Western airlines couldn't materialize until certification procedures have been completed, a long, and in the case of the Soviet SST, politically-charged series of hurdles.

Nevertheless, the Soviet aviation establishment is showing greater interest in going international. Aeroflot is reportedly considering joining the Montreal-based association of airline carriers and to abide by its rules, as part of a new, more Western-style corporate look the Soviet airline is actively grooming for itself.

Moscow's continuing drive for earning hard currency is also playing a major role. With the exception of the Yak-40, the Soviet Union to date hasn't sold any major plane in the West. Admittedly, Aviaexport reports annual volume of around \$200 million growing at an average of 10 percent per year, but the sales have been primarily to socialist countries, Africa and Asia.

Meanwhile, Aeroflot is gradually developing expansion plans for gradually growing Soviet and international traffic. Last year, Aeroflot carried a total of 75 million passengers and nearly 2 million tons of cargo and mail—representing over 35 percent of the world's civil air operations, according to Boris Bugayev, Minister of Civil Aviation.

At a time when size and complexity of aircraft construction programs require greater means than those of individual European States

BREGUET AVIATION

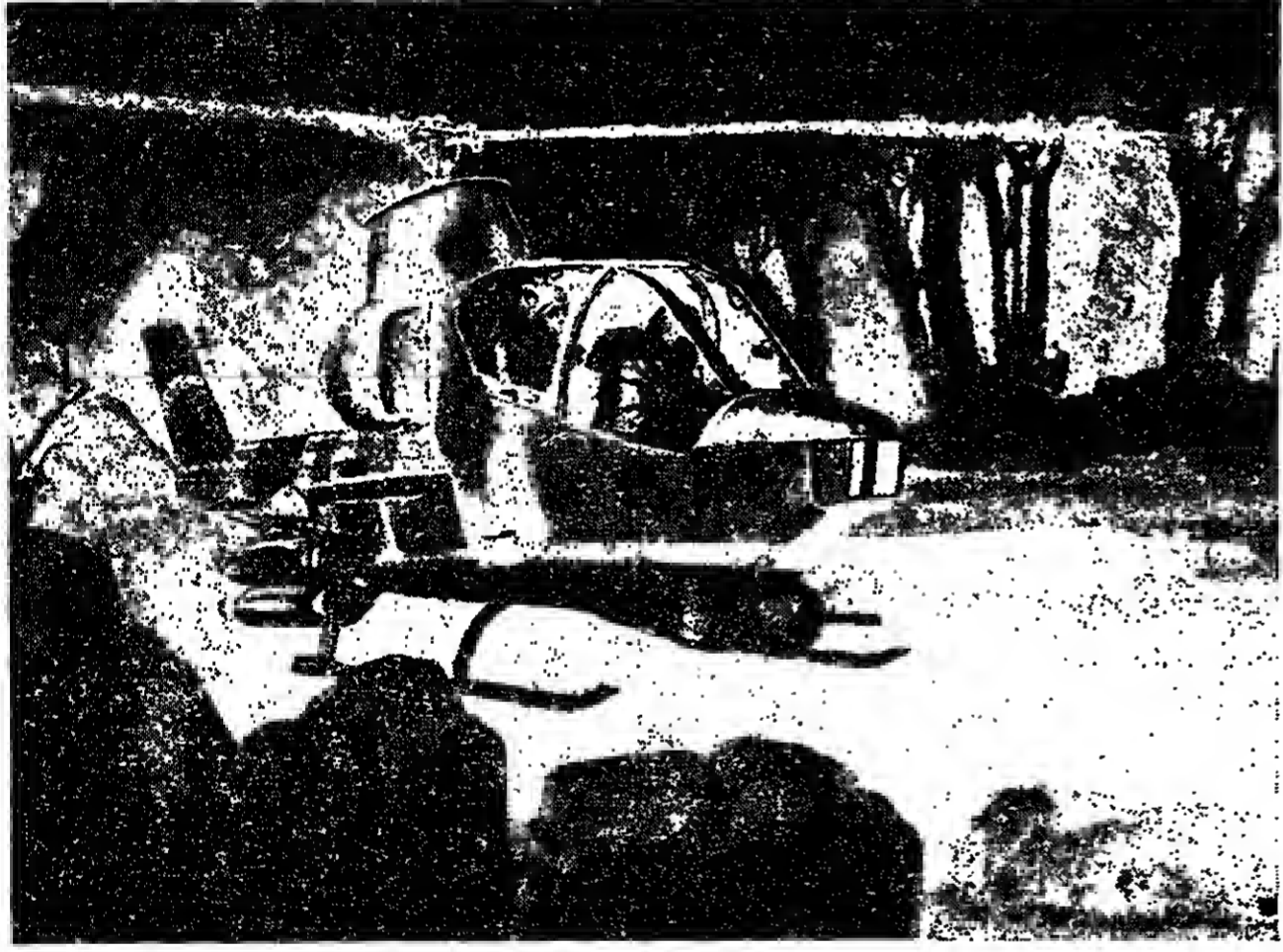
has turned toward INTERNATIONAL COOPERATION:

BREGUET 941 STOL Short take-off and landing, military and civil transport aircraft. In cooperation with McDONNELL DOUGLAS.

BREGUET 1150 ATLANTIC Maritime reconnaissance and anti-submarine strike aircraft ordered in large numbers by France, Germany, The Netherlands, Italy. In cooperation with DORNIER, SIEBEL, FOKKER, SNIAS, SABCA, FAIRY, FN, FINMECCANICA.

JAGUAR Twin-jet supersonic, combat and tactical support aircraft. Ordered in large numbers by the Air Force and the Royal Air Force. In cooperation with BRITISH AIRCRAFT Corp.

ALPHA JET Twin-jet training and light tactical aircraft for French and West German Air Forces. In cooperation with Groupe DASSAULT/BREGUET and DORNIER.



The fanged HueyCobra.

Take a Bell HueyCobra, fast and tough from the ground up... configure it for duty with the most advanced fire control and weapons and you have an anti-tank system that deploys 193 km in 40 minutes—engages the enemy for 30 minutes—and returns to base—all in a day's work, many times a day.

Build in a nose-mounted periscope sighting system... then the HueyCobra gunner aims powerful weapons with deadly accuracy on targets over 1.6 km away.

Give it the sting of highly accurate guided missiles to defeat any known armor.

Mount a 30mm gun turret system effectively neutralizing thin-skinned targets, add complete mobility and use the tough-to-get-in, hard-to-detect attack positions other anti-tank systems can't reach.

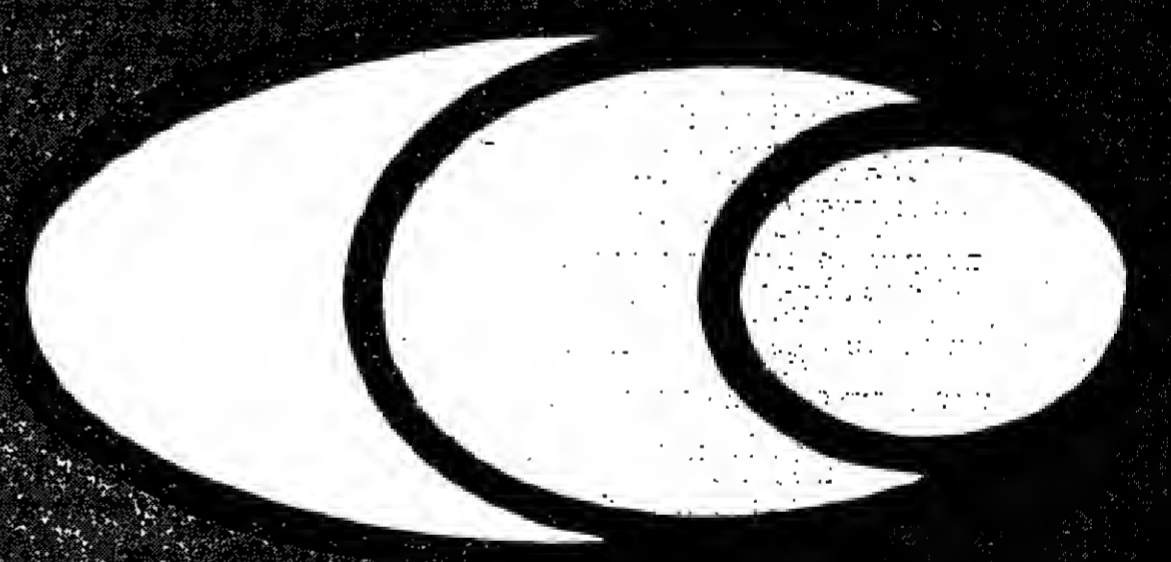
Taking advantage of terrain and weather, the HueyCobra team maneuvers under radar and over obstacles avoiding detection until attack.

The HueyCobra moves fast, evades detection and moves in for the kill at speeds up to 190 knots. HueyCobra—from the combat know-how generation of Bells



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Remember the first parachute leap? Leslie L. Irvin executed it back in 1919. He was far-sighted, tenacious, and skillful. He made aviation history. How it seems like only yesterday.

Over the years aviation has grown into a major industry - world-wide. The company Irvin founded has grown with aviation as a major supplier, not only of parachutes, but a full line of air cargo products, safety and life saving equipment.

From seatbelts to D-Containers and Low-Profile Dollies. A-Containers or Igloos. Non-Structural Igloos & Pallets, Nets, Life Vests, LD-3 Containers. Right through an impressive list of Intermodal System Equipment.

The new super jets will dramatically increase available cargo ton-miles. Irvin Industries is meeting the challenge. Please come by to see us in Booth 19 at the U.S. Pavilion - Paris Air Show.

IRVIN INDUSTRIES INC.
51 WEAVER STREET, GREENWICH, CONN. 06830, U.S.A.

Handwritten signature or mark at the bottom of the page.

New York Stock Exchange Trading

Table of New York Stock Exchange trading data, including columns for stock symbols, prices, and volume. Includes sections for 'NEW ISSUE' and 'U.S. COMMODITY PRICES'.

NEW ISSUE

These bonds have been sold outside the United States of America. This announcement appears as a matter of record only.

May 28, 1971

TENNECO INTERNATIONAL N.V.

Willemstad, Curaçao, Netherlands Antilles

DM 100,000,000

7 3/4% Bearer Bonds due 1986

Irrevocably and unconditionally guaranteed by

TENNECO INC.

Houston, Texas, U.S.A.

Issue Price: 98 %

COMMERZBANK Aktiengesellschaft, LOEB, RHOADES & CO., WHITE, WEED & CO. Limited, DEUTSCHE BANK Aktiengesellschaft, BAYERISCHE VEREINSBANK, SAL OPPENHEIM JR. & CIE

S. G. WARBURG & CO. Limited, STONE & WEBSTER SECURITIES CORPORATION, PAINE, WEBBER, JACKSON & CURTIS, EUROPARTNERS SECURITIES CORPORATION

AIGEMENE BANK NEDERLAND N.V., A. E. AMES & CO. Limited, ALLGEMEINE DEUTSCHE CREDIT-ANSTALT AMSTERDAM-ROTTERDAM BANK N.V., JULIUS BAER INTERNATIONAL Limited, BANK FÜR GEMEINWIRTSCHAFT Aktiengesellschaft, BANK MEES & HOPE NV, BANK FOR GEMEINWIRTSCHAFT Aktiengesellschaft, BANQUE DE LYON, BANQUE DE LYONDOCHINE, BANQUE INTERNATIONALE A LUXEMBOURG S.A., BANQUE LOUIS-DREYFUS & CIE, BANQUE NATIONALE DE PARIS, BANQUE DE NEUILLY, SCHLUMBERGER, MALLET, BANQUE DE SUEZ ET DE L'UNION DES MINES, BANQUE DE L'UNION EUROPEENNE, BANQUE GEMMEINDEBANK - GIROZENTRALE - BERLINER BANK Aktiengesellschaft, COMMERZBANK INTERNATIONAL Société Anonyme, CREDIT CHIMIQUE, CREDIT LYONNAIS, DELBRÜCK & CO., DEUTSCHE GIROZENTRALE - DEUTSCHE KOMMUNALBANK - DREXEL FRESTONE Incorporated, DRESNER BANK Aktiengesellschaft, EUROPEAN-AMERICAN FINANCE (BERMUDA) Limited, GOLDMAN, SACHS & CO., HAMBURGISCHE LANDESBANK - GIROZENTRALE - HARDY & CO. G.M.B.H., HESSISCHE LANDESBANK - GIROZENTRALE - KIDDER, PEABODY & CO. Incorporated, KREDBANK N.V., KREDBANK S.A. LUXENBOURGEOISE, LANDESBANK RHEINLAND-PFALZ - GIROZENTRALE - LAZARD FRERES & CIE, LAZARD FRERES & CIE, LLOYDS BANK EUROPE Limited, MANUFACTURERS HANOVER LIMITED, MERCK, FINCK & CO., MERRILL LYNCH, PIERCE, FENNER & SMITH Securities Underwriter Limited, MORGAN & CIE INTERNATIONAL S.A., MORGAN & CIE INTERNATIONAL S.A., NEDERLANDSCHE MIDDENSTADSBANK N.V., NEW YORK HANSEATIC INTERNATIONAL LTD., OYENS & VAN ECGHEN N.V., N.M. ROTHSCHILD & SONS Limited, SCHROEDER, MÜNCHMEYER, HENGST & CO., SINGER & FRIEDLANDER Limited, SMITH, BARNEY & CO. Incorporated, SOCIETE GENERALE DE BANQUE S.A., STOCKHOLMS ENSKILDA BANK, SWISS BANK CORPORATION (OVERSEAS) Limited, C. G. TRINKAUS, UNION BANK OF SWITZERLAND (UNDERWRITERS) Limited, UNION DE BANQUES ARABES ET FRANCAISES - U.B.A.F. Limited, WESTBANK Aktiengesellschaft, WESTALENBANK Aktiengesellschaft

U.S. COMMODITY PRICES

Table of U.S. Commodity Prices, including sections for SOYBEAN OIL, METALS, NEW YORK FUTURES, and SHELL EGGS.

New Highs and Lo

NEW HIGHS-13

Table of New Highs and Lows for various stocks.

Market Summary

Table of Market Summary, including sections for Most Active - New York, Most Active - American, and Dow Jones Averages.

Crockford's Granted

Gambling License

LONDON, May 27 (U) Crockford's, one of London's famous gambling clubs, will open its doors this year after long years closed since March, because it could not get a gaming license. The Gaming Board, which controls public gambling, led in Britain since 1963 - granted a new license Tuesday to club's new owners, Curzon Investments. A spokesman for the club a year ago, said they had to restore the plush but on Carlton House Terrace.

Audience

You're in good company when you read the Herald Tribune - two hundred thousand other significant Europeans read it, too. They read the news, the features and the ads; that's why so many audience-conscious advertisers use the Tribune regularly.

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Handwritten text in Arabic script: كسان الجمل

هكذا ان الا دول

U.S. Warns Europeans On Interest Rate Policy

MUNICH, May 27 (WP)—The U.S. government served a warning to its European partners today that it would not automatically raise interest rates to stem an outflow of dollars that precipitated the recent money market crisis.

Fed Disavows New Controls On Eurodollar

MUNICH, May 27 (AP-DJ)—The Federal Reserve Board is not considering any new regulation of the Eurodollar market, Fed governor J. Dewey Dandane said at a news conference here yesterday.

Quarterly Net Rises at ICI; Courtaulds Shows '70 Drop

LONDON, May 27.—Imperial Chemical Industries Ltd., one of Britain's largest industrial enterprises, today reported profit in the first quarter rose 3.8 percent to \$27 million (\$64.3 million) from \$26 million in the year-ago period.

U.S. Balance of Trade Hits \$214.7 Million April Deficit

WASHINGTON, May 27 (WP)—Imports rose to record levels and exports dropped 7 percent in April to leave the United States with its first trade deficit in more than two years, the government announced today.

U.S. Business Indicator Up

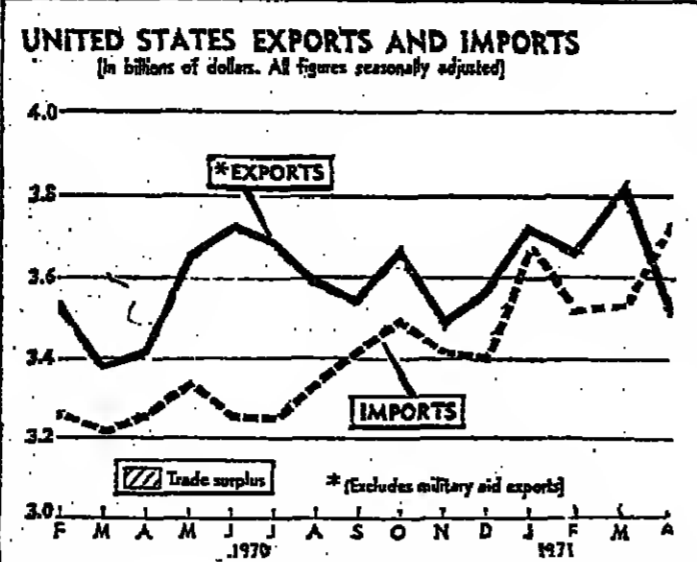
WASHINGTON, May 27 (WP)—Statistical indicators that tend to foreshadow future business activity rose for the sixth straight month in April, the government announced yesterday.

King Resources Had \$53 Million Loss Last Year

LOS ANGELES, May 27.—King Resources Co., which has suffered setback after setback during the last year, reported yesterday a net loss of \$53 million. A company spokesman talked of the possibility of bankruptcy.

German Surplus Slips

WIESBADEN, West Germany, May 27 (AP-DJ)—West Germany had a trade surplus of 1,087 billion marks in April, down from 1,885 billion in March and 1,121 billion a year earlier, the Federal Statistics Office reported today.



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FCC Opens Microwave to Competition

WASHINGTON, May 27 (NYT)—The Federal Communications Commission (FCC) yesterday opened a new competitive era in the blossoming business of specialized microwave and cable services.

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Turnover Is Very Slow Wall Street Prices Drift Without a Trend

above 850 to reach a 23-month high and thereby cap a dramatic recovery from last year's bear market. Volume that day whooshed to 24.83 million shares—the third heaviest on record—and Wall Street analysts were chortling "Down 1,000."

Lockheed Says 1970 Loss Doubles Previous Year's

BURBANK, Calif., May 27.—Lockheed Aircraft Corp., staggering from cost overruns on its military projects and delays and uncertainties over the L1011 TriStar commercial jet airliner, reported yesterday a net loss of \$86.28 million in 1970, more than double its 1969 deficit.

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RECONSIDERING SOME OF YOUR INVESTMENTS? THEN PERHAPS YOU SHOULD EXAMINE FONSELEX Swiss fund under Swiss legislation worldwide portfolio. Includes table of issue prices from Dec 1966 to May 1971.

TOYO Kogyo's Income Drops TOYO Kogyo said net profit fell 20.7 percent to 4.02 billion yen (\$11.2 million) in the half-year ended April 30 from 5.07 billion yen a year earlier.

DREYFUS FUND INC The Dreyfus Fund is a mutual investment fund that hopes to make your money grow and takes what it considers sensible risks in that direction.

Solve this problem! INFLATION-6% with INCOME-5% equals CAPITAL LOSS-1% CREDIT SUISSE the right partner

International Bonds Traded in Eur

Table of international bonds traded in Europe, including columns for Dollar Bonds, Mid-day Indicated Prices, and various bond titles like 'Austrian 1974-75' and 'Belgian 1974-75'.

New York Stock Exchange Trading

Main table of New York Stock Exchange trading, listing various stocks with columns for High, Low, Div., and Net Change. Includes sub-sections for 'Continued from Page 14' and 'G'.

INTERNATIONAL FUNDS

Table of international funds, listing fund names, net asset values, and other financial details. Includes sub-sections for 'ADVERTISING' and 'FUND OF AUSTRALIA GROUP'.

Advertisement for 'AUSTRALIAN SELECTION FUND N.V.' with text: 'Notice is hereby given that the Annual General Meeting of Shareholders of Australian Selection Fund N.V. will be held on Friday, June 4, 1971 at 3.00 p.m. for the purpose of: a) Considering the Report of the Managing Director; b) Approving the balance sheet and profit and loss account as at 31st December, 1970; c) Re-electing Curacao Corporation Company N.V. as Managing Director; d) Ratifying the appointment of Messrs. Peat Marwick Mitchell & Co., Brussels, as the auditors of the Company for year ending 31st December, 1971; e) Ratifying the issues of all outstanding shares in the company notwithstanding that certain of such shares issued at below par value.' Includes contact information for the fund's management.

Advertisement for 'FIGARO ASSOCIATES N.V.' with text: 'An Off-Shore Fund Investing in U.S. Securities. Exclusively for— Institutions • Professionals Substantial Investors No Sales Charge • No Sales Load. Net Asset Value per Share of Class A Stock: Dec. 31, 1969 \$2,058.00; Dec. 31, 1970 \$2,033.00 (-1.2%); April 30, 1971 \$3,173.00 (+56%). Offering Circular and Details may be obtained from FIGARO ASSOCIATES N.V., P.O. Box 812, Curacao, Netherlands Antilles.' Includes contact information for Oppenheimer, Newborg & Neu.

Advertisement for 'OPPENHEIMER, NEWBORG & NEU' with text: 'Members New York Stock Exchange, Inc. and American Stock Exchange (Assoc.). 120 Broadway, New York, N.Y. 10005. Cable: Titaleo. Amsterdam: Oppenheimer, Newborg & Neu, A.G. Rep. John Meijer, 454 Keizersgracht, 1017 CA Amsterdam. Tel.: 051/32055/56. Telex: 52798/99. Zurich: Oppenheimer, Newborg & Neu, A.G. Rep. John Meijer, 454 Keizersgracht, 1017 CA Amsterdam. Tel.: 051/32055/56. Telex: 52798/99.

Large advertisement for 'ONCE YOU STAY AT A HILTON INTERNATIONAL YOU'LL FIND REASONS TO TRY THEM ALL.' with text: 'LONDON, PARIS, ORLY, BERLIN, DÜSSELDORF, MAINZ, BRUSSELS, ROTTERDAM, AMSTERDAM, MADRID, ZÜRICH, MARELLA, ROME, ATHENS, CYPRUS, ISTANBUL, MALTA, KUWAIT, TEHRAN, TEL AVIV, RABAT, TUNIS, NAIROBI, ADDIS ABABA, MADAGASCAR, BANGKOK, HONGKONG, MANILA, SINGAPORE, TOKYO... and 23 other fine Hilton International hotels around the world. For reservations call your travel agent, any Hilton hotel or Hilton Reservation Service. IN PARIS: 273-16-25. IN FRANKFURT: 28-47-45. IN LONDON: (07) 493-8888.' Includes a small graphic of a Hilton hotel building.

New York Stock Exchange Trading

Table of New York Stock Exchange trading data, including columns for stock symbols, prices, and volume. Includes sub-sections for 'A', 'B', 'C', 'D', 'E', 'F', 'G', 'H', 'I', 'J', 'K', 'L', 'M', 'N', 'O', 'P', 'Q', 'R', 'S', 'T', 'U', 'V', 'W', 'X', 'Y', 'Z'.

European Gold Markets

Table showing European Gold Markets with columns for London, Zurich, and Paris, including prices and changes.

Eurodollars

Table showing Eurodollars with columns for 7 Day, 1 Month, 3 Months, and 6 Months, including rates and changes.

European Markets

(Yesterday's closing prices in local currencies)

Table of European Markets listing various countries and their stock indices, such as Amsterdam, Brussels, Milan, London, and Zurich.

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Canadian guide. 55 pages about business in Canada. From the 103 years and 1500 offices of Canada's bank for businessmen. It should be on your desk.

Institutional Investors

We have the following bids to sellers subject to prior purchase per 100 shares:

Table of Institutional Investors listing various companies and their bid prices.

Different country, different laws, different business attitudes... CANADIAN IMPERIAL BANK OF COMMERCE

BACHE & CO. Members: All Leading Exchanges - Founded 1879. Amsterdam: Bacheplein 173. Frankfurt: Wiesenplatzstrasse 15.

CANADIAN IMPERIAL BANK OF COMMERCE. U.K. & Scandinavia: 2, Lombard Street, London EC3P3EU. West-Germany/Austria: 40, Berkeley Square, London W1X6BE.

Crocker National Corporation. 5% Convertible Subordinated Debentures Due 1996. (Convertible into Common Stock at \$44 per share). Includes list of financial institutions like Lehman Brothers, Dean Witter & Co., etc.

American Stock Exchange Trading

Table with multiple columns showing stock prices, volume, and market activity for various companies and indices. Includes sections for '1971 - Stocks and High, Low, Div. in \$' and 'Net High, Low, Div. in \$'.

(Continued on next page)

All of these securities having been sold, this advertisement appears as a matter of record only.

NEW ISSUE

\$75,000,000

Connecticut General Mortgage and Realty Investments

6% Convertible Subordinated Debentures Due 1996

Convertible, unless previously redeemed, into Shares of Beneficial Interest on or before May 15, 1996, at \$32.50 per share, subject to adjustment in certain events.

Lazard Freres & Co.

- List of financial institutions and their affiliations: Dillon, Read & Co. Inc., Blyth & Co., Inc., Eastman Dillon, Union Securities & Co., Lehman Brothers, Smith, Barney & Co., White, Weld & Co., American UBS Corporation, Burnham and Company, Dominick & Dominick, EuroPartners Securities Corporation, Hill Samuel Securities, R. W. Pressprich & Co., Shields & Company, Swiss American Corporation.

- List of international banks: Amsterdam-Rotterdam Bank N.V., Banque de l'Indochine, Banque de Neuflix, Schumberger, Mallet, Berliner Handels-Gesellschaft, Deutsche Bank, Hambros Bank, Lazard Brothers & Co., Morgan Grenfell & Co., Privatbanken I. Kjsbenhavn, Skandinaviska Banken.

May, 1971

UNITED STATES NATIONAL BANK

One of the ten largest banks in thriving California

Represented in Europe and the Middle East By V. Donald de Taranto, Virginia Water, Surrey, England Telephone: WEN1071222 Telex: (847-118)

Large advertisement for 'The euro-dollar market' featuring a background image of a globe and text describing the bank's services in the international market.

Tokyo Exch. May 27, 1971. Table listing exchange rates for various currencies and commodities.

WALL STREET INVESTMENT BANK. Is seeking reputable sales organ. Funds and Secur. Please contact: Francis J. Schuman, 4 E. 57th St., New York 22, N.Y. Tel: 572-8200

First General Resources Company. A Public Company. OVER THE COUNTRY. Wednesday, May 26. Bid: 7. Ask: 8. 505 PARK AVENUE, NEW YORK.

NEW HIGH YIELD. On Demand Deposits. Higher rates for the deposits on request. Guaranteed and Licensed by New York State. ABSOLUTELY SAFE IN TAX FREE ALIEN INVESTMENT. U.S. dollar accounts. U.S. interest and U.S. principal in dollars. Conservative. PEAF insured. Immediate payment. Withdrawal at any time. P.M.B. N. Confidential. Opening an account. Open an account. Account enclosed. Name. City. Country. British-American Bank Limited.

American Stock Exchange Trading

Table of American stock exchange trading with columns for stock symbols, prices, and volume. Includes sections for 'Continued from preceding page', 'L', 'M', and 'N'.

Table of international stock exchange trading with columns for stock symbols, prices, and volume. Includes sections for 'Y', 'Z', and 'A'.

Toronto Stocks

Table of Toronto stock market closing prices for May 27, 1971, listing various companies and their share prices.

Foreign Stock Indexes

Table showing foreign stock indexes for various countries including Amsterdam, Brussels, Frankfurt, London, Milan, Sydney, Tokyo, Zurich, and Hong Kong.

Montreal Stocks

Table of Montreal stock market prices for various companies.

One Dollar

Table titled 'One Dollar' showing exchange rates for various currencies such as Austrian schillings, Belgian francs, British pounds, Canadian dollars, Danish crowns, Dutch guilders, Finnish marks, French francs, German marks, Greek drachmas, Hong Kong dollars, Indian rupees, Japanese yen, Norwegian kroner, Portuguese escudos, Spanish pesetas, Swedish crowns, and Swiss francs.

Mutual Funds

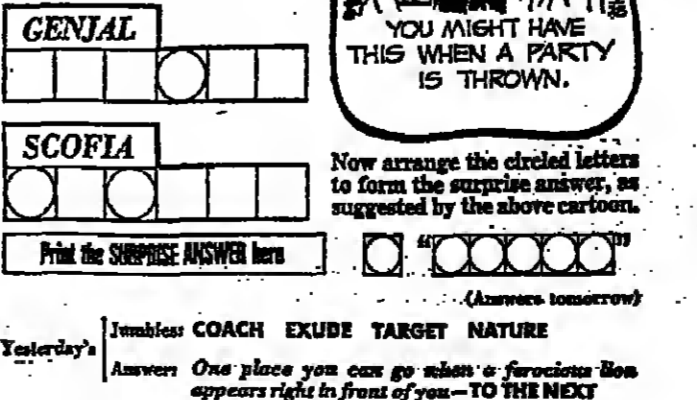
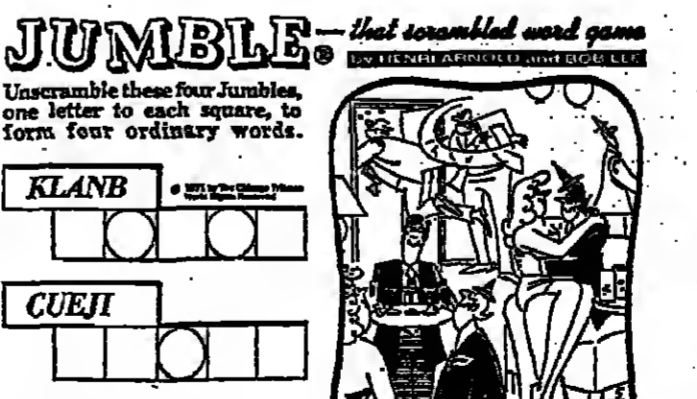
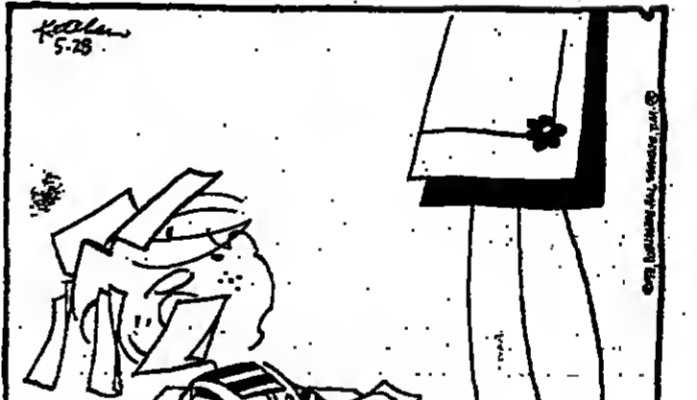
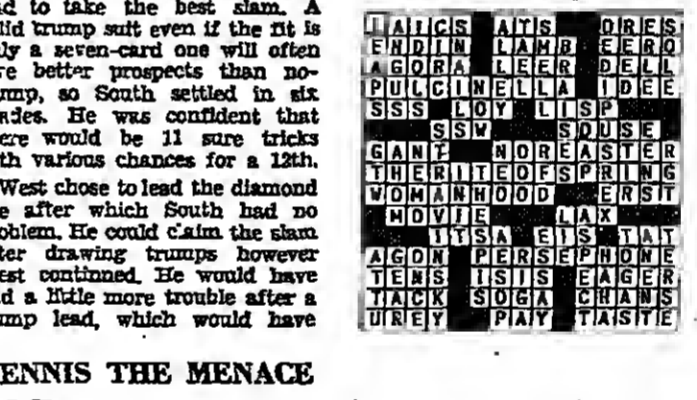
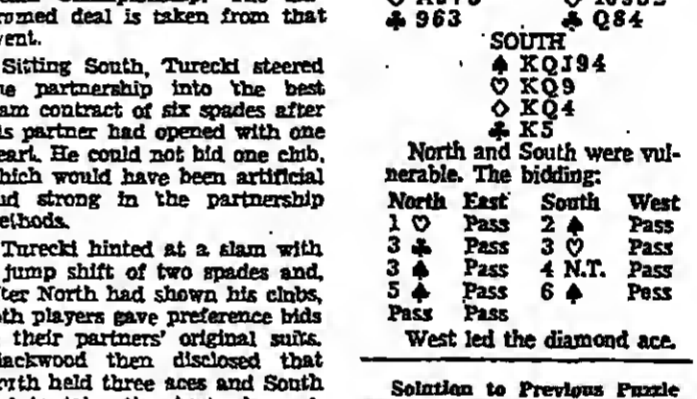
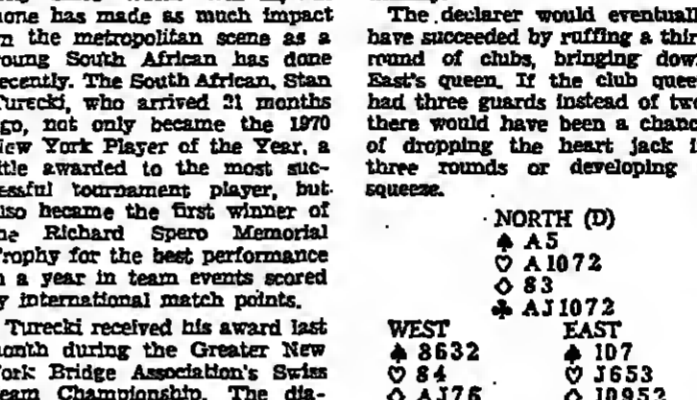
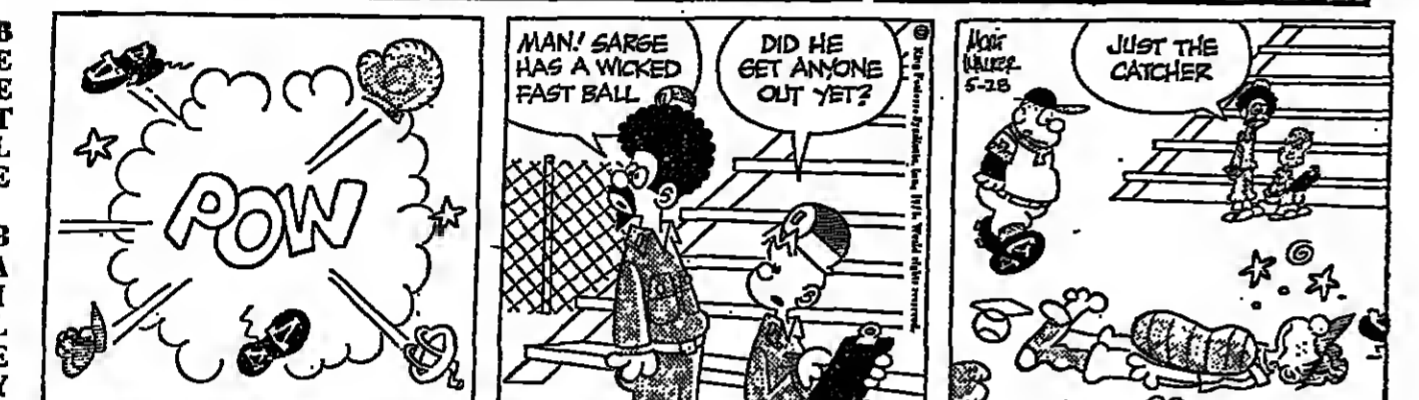
Table of mutual fund closing prices for May 27, 1971, listing various fund names and their share prices.

Although we, like many banks, manage a number of large routine medium-term Eurocurrency financings, we like to think we occasionally add an element of imagination.

Western American Bank (Europe) Ltd. International Merchant Bankers. Licensed Dealer in Securities. 18 Barbican, London, E.C.3. Telephone: 01-463 3000. Telex: 85497.

Western American Bank (Europe) Ltd. has been established by Hamburg Bank, London, National Bank of Detroit, Security Pacific National Bank of Los Angeles and Wells Fargo Bank, San Francisco.

Notice of Annual General Meeting of Shareholders to be held 22nd June, 1971. To the shareholders of Kleinwort Benson International Fund N.V. NOTICE IS HEREBY GIVEN that the Annual General Meeting of Shareholders of Kleinwort Benson International Fund N.V. will be held at the office of the Company, Handelskade 8, Curaçao, Netherlands Antilles, on a Tuesday, 22nd June, 1971, at 10:00 local time for the purpose of: (A) Approving the Company's Statement of Assets and Liabilities as at 31st December, 1970, and its Statement of Income and Expenses for the year ended 31st December, 1970; (B) Approving the declaration of a dividend payment of 15% equal to US\$0.15 per share; (C) To ratify the appointment of Messrs. Coopers & Lybrand S.A., Geneva, as the auditors of the Company for the year ending 31st December, 1971; (D) Approving amendments to the Fund's Charter as follows: 1. Article 7, paragraph 2 should read as follows: "Payment for shares of the Company so surrendered to it at the end of any Weekly Accounting Period shall be made by cheque, draft or other means of cash payment in lawful United States currency by the Company as promptly as is possible after the end of such Accounting Period having regard to any necessary realisation of assets by the Company." 2. Article 9 to read as follows: "Article 9 Suspension of Determination of Net Asset Value and of Surrender Rights 1. Notwithstanding the provisions of the foregoing Article 8, and unless the Managing Board decides otherwise, there shall be no determination of the Net Asset Value of the shares of the Company and no surrender of shares to the Company during any period when: (i) any Stock Exchange on which a significant proportion of the Company's investments for the time being are quoted is closed, otherwise than for ordinary holidays, or dealings on any such Stock Exchange are restricted or suspended; or (ii) the prices of a significant proportion of the Company's investments cannot reasonably be promptly or accurately ascertained whether as a result of a breakdown of communications or otherwise. When: (a) the relevant circumstance shall have ceased to exist; and (b) no other circumstance described above shall exist; the Managing Board shall authorize an immediate determination of the Net Asset Value of the shares of the Company and shall repurchase all shares offered to the Company for surrender during such period on the basis of such Net Asset Value and the current charge for surrender determined by the Managing Board in accordance with Article 7 hereof." 3. Article 14 (a) Delets words "including effecting short sales of" in I (1). (b) Delets words "to borrow money" down to "80% of the value of such investments" at the end of I (1). (c) Insert new paragraph 3 as follows: "No investment may be made in any securities issued by any investment company or mutual fund the day to day affairs of which are capable of being influenced by the day to day actions of Directors or any Investment Manager to the Company or any Investment Adviser to the Company or any Custodian to the Company or any member of the Supervisory Board or by any Director of any of the above, being a corporate entity." (d) Insert new paragraph 4 as follows: "No investment may be made in any commodities." (e) Insert new paragraph 5 as follows: "No borrowings may be made other than for purely temporary purposes and in such event such borrowings shall be secured at any time 100% of the value of the net assets of the Company at such time calculated in accordance with the provisions of Article 10 hereof." (f) Insert new paragraph 6 as follows: "No pledge, charge, lien or other security interest of whatsoever nature may be granted over any of the assets of the Company." (g) Insert new paragraph 7 as follows: "No securities or currencies may be sold by the Company." (h) Renumber paragraph 3 as paragraph 8. "This resolution requires the approval of three-fourths of the shareholders present or represented at the meeting and entitled to vote." (E) To transact such other business as may properly come before the meeting. Holders of bearer shares wishing to exercise their rights of the Meeting should deposit these shares with Kleinwort, Benson (Geneva) S.A., 2 Place du Rhône, Geneva, Switzerland, or to any other bank which is acceptable to Kleinwort, Benson (Geneva) S.A., not later than 17.15 on the 17th June, 1971, against receipt thereof, which receipt will entitle said shareholder to exercise such rights. Holders of bearer shares may vote by proxy by mooting a form of proxy and certificate of deposit for their shares, obtained from Kleinwort, Benson (Geneva) S.A. or any other bank that is acceptable to the aforesaid bank, to Kleinwort, Benson (Geneva) S.A., 2 Place du Rhône, Geneva, Switzerland. Holders of registered shares may also vote by proxy by means of a form of proxy, obtained and filed in the manner described in the preceding sentence. Proxies and/or certificates of deposit must be received by Kleinwort, Benson (Geneva) S.A. not later than 17.15 on the 17th June 1971 in order to be used at the Meeting. Curaçao, 27th May, 1971.



BOOKS

HOME LIFE

A Story of Old Age

By Dorothy Rabinowitz and Yedida Nielsen, Mac

192 pp. \$5.95

Reviewed by Anatole Broyard

I was trying to play right through "Home Life" in order to get my review in on time, but it was impossible. Every few pages, I had to stop and admire the book—or simply sit back and feel it. My God, but my fellow creatures are fascinating! I found myself thinking, How touching how absurd, how real they are! All at once I was delighted to be sharing their destiny. Not that "Home Life" is a happy book—far from it. But it doesn't matter, because its people are so dimensional. It's so reassuring—positively exhilarating—to find that we haven't yet been flattened out by life, our features abraded away by the sheer rush of phenomena.

Dorothy Rabinowitz can make you feel the very sweat in people's palms. She listens in the limbs as they struggle with their anxieties, the restless flickering of their eyes, seeking or avoiding recognitions, the confusions of tongue and teeth as they try to say two contradictory things at once. At the home for the aged, a son is describing the joyous life he offered his unappreciative parent when suddenly he stands up and points: "See that, the color of the file cabinet, see that color? That was the color of the grass out there." And yet his father complained. A daughter is explaining how much she loves her mother, how she'd like to keep her at home. Only her son, her son is 17 now and he needs a room to put a desk in. He needs a desk to study at. It's not a question of her mother's age, the daughter says over and over, not her defective hearing or her funny little habits—it's a question of a place for a desk for her son. A desk to study at.

Another son has a mother who lives contentedly alone—but he worries about her. What if she were to fall and break a hip, both hips? She would be unable to reach the telephone. True, he calls her daily, but she might fall after he calls. Though she had no difficulty whatever in walking, he felt that his mother had to fall sooner or later and he couldn't bear the waiting. Like so many other sons and daughters, he felt that it was unreasonable, illogical, for such an elderly person to go on standing upright. She stubbornly refused to progress in life, to advance to meet her inevitable fate.

When these mothers and fathers finally do enter the Home, they sign away everything. Of the 14 paragraphs in the contract, there are 12 detailing the things the resident surrenders and only one stating what the Home offers in return. It is unconditional surrender; besides all property, real and personal, the resident even relinquishes the right to choose the manner of his own funeral. What they cannot sign away, though, are their egos, their value systems, their judgment. Many die soon after arriving—the largest number in the first 13 weeks. Most of them die alone; there is rarely time to summon relatives. One old man was universally admired at having beaten the rap. While visiting his daughter for a weekend outside the Home, he

Mr. Broyard is a New Times book reviewer.

BRIDGE

By Alan Truscott

Many players who have learned their bridge skills in other countries have settled in New York City since World War II, but none has made as much impact on the metropolitan scene as a young South African has done recently. The South African, Stan Turczi, who arrived 21 months ago, not only became the 1970 New York Player of the Year, a title awarded to the most successful tournament player, but also became the first winner of the Richard Spero Memorial Trophy for the best performance in a year in team events scored by international match points.

Turczi received his award last month during the Greater New York Bridge Association's Swiss Team Championship. The distinguished deal is taken from that event.

Sitting South, Turczi steered the partnership into the best slam contract of six spades after his partner had opened with one heart. He could not bid one club, which would have been artificial and strong in the partnership methods. Blackwood then disclosed that North held three aces and South had to take the best slam. A solid trump suit even if the fit is only a seven-card one will often give better prospects than no-trump, so South settled in six spades. He was confident that there would be 11 sure tricks with various chances for a 12th.

West chose to lead the diamond ace after which South had no problem. He could claim the slam after drawing trumps however West continued. He would have had a little more trouble after a trump lead, which would have

given nothing away and allowed the defense to frustrate an attempt to ruff a diamond in the dummy.

The declarer would eventually have succeeded by bringing a third round of clubs, ruffing down East's queen. If the club queen had three guards instead of two, there would have been a chance of dropping the heart jack in three rounds or developing a squeeze.

NORTH (D)
♠ A 5
♥ A 10 7 2
♦ 8 3
♣ A J 10 7 2

WEST EAST
♠ 8 5 3 2 ♠ 10 7
♥ 8 4 ♥ Q J 6 5 3
♦ A J 7 6 ♦ 10 9 5 2
♣ 9 6 3 ♣ Q 8 4

SOUTH
♠ K Q J 9 4
♥ K Q 9
♦ K Q 4
♣ K 5

North and South were vulnerable. The bidding:

Table with 4 columns: North, East, South, West. Shows bidding sequence: 1♥ Pass, 2♣ Pass, 3♠ Pass, 4♠ N.T. Pass, 5♠ Pass, 6♠ Pass, West led the diamond ace.

West led the diamond ace.

DENNIS THE MENACE



"YOU'RE RIGHT, MOM. I'M TOO LITTLE TO USE GLUE."

JUMBLE

Unscramble these four Jumbles, one letter to each square, to form four ordinary words.

Jumble puzzle grid with words: KLANE, CUEJI, GENJAL, SCOFIA. Includes a cartoon of a man with a party hat.

Print the SURPRISE ANSWER here

Yesterday's Jumbles: COACH EKUNE TARGET NATURE

Answers: One place you can go when a furious lion appears right in front of you—TO THE NEXT CASE

CROSSWORD

By Will

Crossword puzzle grid with clues for Across and Down. Includes a cartoon of a man with a party hat.

مكتبة الأصيل

Wins Biennial Golf Event, 13-11

Britain Tops U.S. 1st Time since 1938 in Walker Cup

By Fred Tupper

ANDREWSON, Scotland, May 27.—Britain has won the Walker Cup for the first time since 1938 and for only the second time in its 60-year history...

upset former American amateur champion Steve Mahony 3 and 1. Hugh Smart halted an approach into the heart of the 18th green and dropped a birdsie putt from a dozen feet to eventually win from Winnie Giles, 2 and 1.

And when Bill Eymann conceded the six-inch putt that meant the winning of the whole match to Dr. David Marsh on 17th—most famous of all golf holes—the vast gallery of Scots watching roared their conviction. For it was at this crucial of golf 33 years ago that the British and Irish side had taken their lone victory.

"My wonderful, wonderful team," said Captain Michael Bonallack. "I'd like you to remember all those players all the time before us who tried as hard as we did."

Speaking to the American team at the presentation ceremony, he said, "I hope you won't feel too bad about our getting this one little cup."

The United States won the top and bottom singles. Its amateur champion, Larry Wadkins, beat Bonallack 3 and 1 in the best golf of the day. He was 4-up after 6 holes, made the turn and a 1-under-par 35 and birdied the 17th by arrowing his long 3-iron approach dead against the pin. And Tom Kite, who finished second by a stroke to Wadkins in the amateur, fittingly birdied the 18th hole to end his match with Geoffrey Marks, 3 and 2.

In between, the British side swept the scoreboard. Charlie Green won his match by a hole after Allen Miller had squared on the 17th as Miller skinned his approach on the last hole to the back of the huge green and had to take three putts to get down. George MacGregor won from Jim Gahleitner 1-up when the Atlanta broker was hopelessly mired in the dreaded 17th Road bunker and could only cut the ball on and over the green into the shade.

And Dr. Marsh beat Eymann by a hole. Over the two days, the tide had fluctuated narrowly as the British took a 4-0 lead in the morning foursomes yesterday and then had fallen steadily behind before summoning this inspired charge in the late afternoon.

Perhaps the biggest surprise was young Carr, so lightly thought of that his selection for the team last fall was criticized. But he developed rapidly over the winter and it was his decisive putt on the 18th that won the lone British foursome this morning just as his 40-footer there set the scene for victory this afternoon.

His father, Joe, an Irish golfing legend, won the British amateur three times.

Black Athletes To Face Whites In Rhodesia

SALISBURY, Rhodesia, May 27 (UPI)—Black and white South African athletes will compete against each other at an international meeting here June 19, the Rhodesia Amateur Athletics Union announced yesterday.

RAAU president Eric Shore said: "It will be an historical occasion." Shore said formal invitations had gone out to ten white and ten non-white South Africans and informal acceptance had already been received.

Shore said he would be the first time in the history of apartheid that black and white South Africans have been allowed to compete against each other.

Richey, Lutz Win to Gain In France

PARIS, May 27.—Cliff Richey led a strong contingent of American men to the round of 32 at the French Open tennis championships today.

Richey, top-ranked in the United States and seeded No. 4 for this tournament, blasted Terry Adkins of Australia, 6-1, 6-2, 5-7, 6-2.

Bob Lutz of Los Angeles, seeded No. 9, lasted long enough to defeat Gerald Patrick of Britain, 4-6, 6-1, 1-6, 6-2, 6-2. Lutz was leading 4-3 in the first set and Patrick was behind 15-40 on his own service when suddenly everything went right for the Englishman and he ran off 12 straight points, including two aces.

Tom Gorman of Seattle eliminated Jean-Paul Meyer of France, 10-12, 6-2, 6-2, 6-1. He lost the first set playing from the baseline, then started moving to the net and took the next three.

Ali Says Ellis Is Next Opponent

MINNEAPOLIS, May 27 (AP)—Muhammad Ali said on local television last night that his next fight will be against Jimmy Ellis.

All is here to speak at the University of Minnesota. One report said the bout will be held in the Astrodome this summer.

Former heavyweight champion Floyd Patterson won a unanimous decision last night over Terry Daniels of Dallas in a ten-round bout at the Cleveland Arena.

Homers Against Dodgers Marichal Leads Giants' Celebration

LOS ANGELES, May 27.—In honor of the 20th anniversary of his first game in the majors, the Dodgers presented Willie Mays with 20 cakes Tuesday night.

Marichal spaced seven hits and hammered a three-run homer as San Francisco extended its Western Division lead over Los Angeles to ten games with a 3-1 victory.

A crowd of 40,042 at Dodger Stadium saw Marichal's homer cap a six-run assault in the sixth inning, sending Bill Singer to the showers with his ninth loss in 11 decisions.

Los Angeles' home run was only the fourth hit allowed by Clay Kirby.

Mets 5, Phils 4

Bob Aspromonte lined a run-scoring single off reliever Jim Bunning with two out in the 12th inning to give the New York Mets a 5-4 victory over Philadelphia.

In the American League, Reggie Jackson's two-run homer with one out in the 13th gave Oakland a 5-3 victory over California.

Harmon Killebrew drove in four runs with a homer and a double and George Mitterwald added a three-run homer as Minnesota battered four Milwaukee pitchers for 15 hits and an 8-5 triumph.

Twins 8, Brewers 5

Harmon Killebrew drove in four runs with a homer and a double and George Mitterwald added a three-run homer as Minnesota battered four Milwaukee pitchers for 15 hits and an 8-5 triumph.

Royals 5, White Sox 3

Home runs by Gail Hopkins

Twins 8, Brewers 5

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lifted him to within one of a tenth-place tie with Lou Gehrig on the career homer list.

Senators 6, Red Sox 3

Joe Foy's fourth hit, a bases-loaded single in the 11th inning, gave Washington a 6-5 triumph over Boston.

Yankees 4, Tigers 1

Roy White's two-out, two-run double off Mike Killebrew in the eighth inning snapped Detroit's winning streak at seven and gave Mel Stottlemyre and the New York Yankees a 3-1 victory.

White Sox 7, Royals 2

The Chicago White Sox unloaded their biggest inning of the season, scoring six times in the sixth to break up a scoreless dual between Biller Wood and Mike Hedlund en route to a 7-2 triumph over Kansas City.

Red Sox 3, Senators 3

Reserve catcher Bob Montgomery's third straight single drive in the tie-breaking run in the sixth inning of a scoreless dual between Biller Wood and Mike Hedlund en route to a 7-2 triumph over Kansas City.

Red Sox 3, Senators 3

Reserve catcher Bob Montgomery's third straight single drive in the tie-breaking run in the sixth inning of a scoreless dual between Biller Wood and Mike Hedlund en route to a 7-2 triumph over Kansas City.

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Labor Group Upholds FL Players' Complaint

NEW YORK, May 27.—The Labor Relations Board on Tuesday upheld a labor practice complaint filed by the National Football League Players Association against club owners on 21.

The board's decision is a setback for the NFL's new collective bargaining agreement with the players.

The board found that the NFL owners had violated the National Labor Relations Act by refusing to bargain in good faith with the players.

The board ordered the NFL owners to negotiate with the players and to provide a fair process for resolving disputes.

The board's decision is a significant victory for the players and a setback for the NFL owners.

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Advertisement for Droimland Castle, featuring a castle illustration and text: "You'll live like a king in our castle in Ireland. Droimland Castle, ancient home of Irish royalty, is now a luxury hotel."

Advertisement for Casino Wiesbaden, featuring a casino illustration and text: "Casino Wiesbaden, Restaurant-Bar. Daily from 3 p.m."

Top Major League Batters

Table showing batting statistics for National League and American League players, including batting average, home runs, and RBIs.

Major League Standings

Table showing the current standings for the National League and American League, listing teams and their records.

CLASSIFIED ADVERTISEMENTS

Large classified advertisement section with multiple sub-headings: PERSONNEL WANTED, HEAD RECEPTIONIST, INTERNATIONAL HOUSE, SITUATIONS WANTED, SWISS BANKER, DOMESTIC SITUATIONS, HELP WANTED.

Observer

Do It Yew-Yourself

By Russell Baker

WASHINGTON—This is the season when people write to newspapers about their gardening problems and when newspapers respond with unintelligible, confusing or terribly bad advice.



Baker

"That was when my brother-in-law, Charlie, who was then living with us and had been out of work for several years—told us one Saturday afternoon that he was going outside to prune the shrub. I didn't think anything more about it until, dinner time, six hours or so later, when Charlie didn't come in. What's more, he was nowhere to be seen around the house, and in fact we haven't seen him from that day to this."

"If you have any reason to suspect that your shrub could be a wisteria, rent a power saw and attack it at the base. This will still leave you with a wisteria root, which spreads faster than bad news. The best thing is to have a weekend warrior in the family with access to a military airplane and some 500-pound bombs. Tell him to watch out for your root, though."

be a wisteria, rent a power saw and attack it at the base. This will still leave you with a wisteria root, which spreads faster than bad news. The best thing is to have a weekend warrior in the family with access to a military airplane and some 500-pound bombs. Tell him to watch out for your root, though.

"If you keep your wits about you while falling, the saw will merely cut three or four superficial notches in your rib cage. Call your wife to help free you. When she sees how narrowly you have escaped traction, she should be sympathetic to your suggestion that pruning a yew as big as yours is a task for a professional. Telephone a very expensive Japanese gardener."

'The Emperor Hadrian once climbed Etna, but it was not even to look into the crater: It was to see the sunrise.'

A History of Danger: Life Near Etna

By Waverley Root

PARIS—It was after dark when the plane for Rome took off from Catania's Fontana Rossa airport. I was sitting on the right side, quite by accident, so I saw the spectacle—great tongues of flame licking up into the air, explosions of red stars against the velvet black sky. It was Etna in eruption, seen from above.

Dangerous History But, as Haroun Tazieff, one of the world's foremost volcanologists, has just pointed out, volcanoes are unpredictable. Catalans are used to living at the base of Etna, and they are not worrying overmuch today. Still, they cannot remain unconscious of the fact that their city in the course of the long history, has been partly destroyed by Etna several times and almost totally in 1683.

This is the Riviera of the Cyclops, and the story goes that the Cyclops Polyphemus surprised Aiac, the son of Pan, his rival for the affections of the nymph Galatea, on the beach. He showered boulders down upon him (an obvious personification of Etna in eruption) and from Aiac's crushed body flowed the stream called today the Fiume di Jaci. The name is preserved also in those of a number of towns and cities along the Riviera—Aci

Castello, Aci Trezza, Aci Sant'Antonio, and most important of all, Aci Reale. The Greeks who colonized Sicily beginning in the 8th century BC were acutely conscious of the dangerous character of Etna, and they had reason to be—it was said to have erupted 135 times during their period of domination. They gave it its name, from *aithe* (to burn) and located beneath it the forges of Vulcan (or in Greek terminology Hephaestus).

The Lipari islanders had another theory—that the forges of the god were beneath their island of Vulcano, then called Eteira. Dangerous as the volcano was, it also attracted a special sort of settler from Greece who came specifically to live on the flanks of the volcano, as close as he could to its smoking summit. These settlers were sufferers from tuberculosis, who believed that the sulphurous fumes of the volcano were good for them.

But why did ancient Greeks who had no diseases sensitive to sulphur choose to settle precisely on such threatening territory? They often did the same thing on the mainland of Italy, where their first colony was established at Cumae, not too far from Vesuvius. Was it because they sought proximity with their most dreaded deities, the chthonian gods who ruled the underworld? Their dominion was the earth, in which the dead were buried but from which also vegetation arose. They were not only the gods of death, they were also the gods of fertility. They had to be placated and the place to placate them was where there were openings in the earth that gave access to their kingdom.

Etna's altitude makes for variety in its crops. The largest active volcano in Europe, it is almost 10,700 feet high, which means that its summit is covered with snow during six months of the year in spite of Sicily's sultry climate without and the fires within.

Strong Wine This gives way at about 4,000 feet to the regions known as the wooded zone which produces chestnuts—until about 1850 there was one chestnut tree, still bearing, which had provided nuts for the ancient Romans. It was believed to be 2,000 years old and might be there today if its life had not been cut short by an eruption.

The Emperor Hadrian once climbed Etna, and it was not even to look into the crater: it was to see the sunrise. But just around the corner is a generally safe and sane eruption—on the island of Stromboli, which goes off every two hours, releasing its lava through a well-worn, unthreatening channel into the sea. This, if any, is the exception to Mr. Tazieff's rule that volcanoes are unpredictable.

PEOPLE: He Paid \$5,000 For a Bottle of W

A single bottle of rare old French wine, bottled more than a century ago, sold at auction Wednesday for \$5,000, reportedly highest price ever paid for a bottle of wine anywhere in the world. The wine was a 24-ounce bottle of 1846 vintage Chateau Lafite, a red Bordeaux, purchased at Heublen's premiere auction of rare wines at the St. Francis Hotel in San Francisco.

Lawrence Bender, 36, who owns a wine and spirit shop with his father in Boston, was the buyer. "You know," Bender said, "I bought this wine because one of our respected customers sought such a rare bottle. Now, though, that I've bought it, I don't care if the customer ever pays the price. I'd like to drink it myself on some historic world occasion—such as a week in the world when there is no war and nobody is being shot."

The rare bottle came from the personal cellars of the late Baron Elie, Alain and Guy de Rothschild of France in one of the only three 1846 Lafites known to still exist in the world. Two other bottles of the rare vintage originally had been purchased in Paris and included in the \$500,000 collection but they disappeared mysteriously a week ago from the New York office at Heublen's. The previous record price for a bottle of rare wine was \$480, paid for a double magnum of 1895 vintage Chateau Lafite.

ANNOUNCEMENTS, EDUCATION, PERSONALS, SERVICES, AUDIO-VISUAL METHOD, TEACHING ENGLISH, NON-STOP FRENCH

CLASSIFIED ADVERTISEMENTS, TAX-FREE CARS, ALL NEW CARS, Motel Alagoas, TAX-FREE FIAT, CAR SHIPPING, BAGGAGE SHIPPING, FOR SALE & WANTED, ANTIQUES, ANIMALS, HOLIDAYS & TRAVEL

CLASSIFIED ADVERTISEMENTS, HOLIDAYS & TRAVEL, REAL ESTATE TO LET, SHARE, EXCHANGE, AT HOME IN PARIS, BUSINESS OPPORTUNITIES, REAL ESTATE TO LET, SHARE, EXCHANGE, FOR YOU

CLASSIFIED ADVERTISEMENTS, REAL ESTATE TO LET, SHARE, EXCHANGE, REAL ESTATE TO LET, SHARE, EXCHANGE, REAL ESTATE TO LET, SHARE, EXCHANGE, REAL ESTATE TO LET, SHARE, EXCHANGE

CLASSIFIED ADVERTISEMENTS, REAL ESTATE TO LET, SHARE, EXCHANGE, REAL ESTATE TO LET, SHARE, EXCHANGE, REAL ESTATE TO LET, SHARE, EXCHANGE, REAL ESTATE TO LET, SHARE, EXCHANGE

A new Chrysler for \$300. How is it possible? It is very simple. Chrysler France through her associate Locasim will sell you a Chrysler car for the duration of your stay in Europe.

CLASSIFIED ADVERTISEMENTS, REAL ESTATE TO LET, SHARE, EXCHANGE, REAL ESTATE TO LET, SHARE, EXCHANGE, REAL ESTATE TO LET, SHARE, EXCHANGE, REAL ESTATE TO LET, SHARE, EXCHANGE

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